

DAZZLE HEADLIGHT WAR.

DANGER OF NIGHT-DRIVING

[BY A LONDON CORRESPONDENT.]

Many motoring problems have been dealt with by Britain's new Road Traffic Act, including the menace of careless and dangerous driving, but curiously enough one of the most vital problems of all has, so far, been ignored.

I refer to the dazzle-light danger, and danger is a mild word to use.

Dazzle headlights are the source of a great number of accidents. Matters have not greatly improved this winter, even though the majority of new cars are equipped with some form of anti-dazzle device.

Night driving to many inexperienced drivers is a nightmare, especially when a journey has to be made on a main road against a heavy stream of traffic. Even drivers of long experience have confessed to me that they have never become used to driving against a blaze of approaching headlights.

It seems curious, therefore, that an Act designed to bring our motoring laws up to date and aimed chiefly at making the roads safer neglects the dazzle peril.

But it must not be assumed that nothing is going to be done in the matter. Actually Mr. Herbert Morrison, the Minister of Transport, under the Act is empowered to make regulations regarding the safe construction of motor vehicles. Our new traffic director has a perfect right to issue regulations saying what type of lamps may be used on cars, and also to enforce the use of anti-dazzle devices.

Unenviable Task.

In all probability, when other of the many complications of the Act have been cleared up, the dazzle difficulty will receive serious attention. I do not envy Mr. Morrison his task.

There is no motoring question so controversial as that of the best method of doing away with this night driving menace.

At the present time the situation is complicated by the fact that many cars have anti-dazzle devices and still more have not.

Before the introduction of these devices on a large scale, the motoring associations advised all drivers, except in special circumstances, such as on very narrow roads, to keep their headlights on when dazzled by an approaching car in preference to dimming. It was argued, and rightly, that any driver who suddenly switched off his headlights and relied on his side lights was blinded for a short, but dangerous space of time.

Some drivers, however, complain that they are blinded in any case if the other fellow keeps on his headlights.

This is true in some respects. But of the two methods, that is, if the two cars approaching each other have no anti-dazzle device other than the use of side lamps, I prefer the keeping-the-headlight-on method. If you do not look at the approaching lights, but keep your eyes fixed on your side of the road, you can pick up any object ahead, such as cyclists and slow-moving cars.

In any case, the safest thing to do if you cannot see is to stop!

But what is happening frequently now is that a car, equipped with dipping headlights or some other device of this nature, approaches a car that has no such device.

The driver of the anti-dazzle car, as soon as he sees the other car approaching, dips or swivels his headlights. The other driver would like to return the compliment, but is not in a position to do so.

He remembers the advice given to him by the motoring associations and keeps on his headlights. The other fellow, becomes angry, and retaliates by switching his lights full on.

This practice takes away half the value of the modern anti-dazzle devices.

Any driver who retaliates in this manner is doing a foolish action. He is losing the advantage of his anti-dazzle device, for such devices not only help the other fellow, but, as a rule, the driver of the car so equipped.

New Swivel Light.

Take the new swivel type of anti-dazzle light. This throws a good light on the road edge, enabling the driver to keep his direction. Even if the approaching car has its headlights full on it is better to use the swivel light.

If all drivers who have cars fitted with modern anti-glare lamps would

remember that there are thousands of drivers who have not this advantage, road makers at night would improve 100 per cent., and the present nightly display of ill-humour would vanish.

The question of legislation is a difficult one.

In fact, the only solution seems to be the issue of regulations by Mr.

Morrison making the use of some form of anti-dazzle device compulsory. Delay, I suppose, is due to the fact that it is considered that this would impose a rather heavy financial burden on the hosts of owners of cars not equipped with such devices.

In any case, it is to be hoped that the recommendations of the Royal Commission on Transport (July 1929) will not be followed too closely. The commission recommended as follows:—

"All cars carrying headlights should be fitted with apparatus for dipping them, thus preventing them from dazzling on-coming drivers while still giving a certain view in front, or else for swivelling them to the left, i.e., towards the near side of the road."

This suggests that the methods outlined above are the best methods of eliminating the trouble, whereas there are other methods which, in my opinion, are equally satisfactory and even better.

Another point to be considered is that many British motorists now take their cars abroad, especially in the winter, for foreign tours. In most foreign countries, where the rule is "drive on the right side of the road," lamps that swivel to the left would be useless.

In France and other European countries the rule is that all cars must be equipped with anti-dazzle lamps.

When one car approaches another the drivers must at once use the device. Further, the lamps when dimmed must give a sufficient driving light—a minimum length of beam being stipulated.

On the Continent the most popular system is that of the double filament bulb.

A Good Device.

This gives a long and penetrating driving beam. On the pressing of a button this beam is converted to a broad beam that gives a good light on either side of the road a reasonable driving light ahead, and it also is of such a height as to avoid dazzling approaching drivers.

I have recently carried out experiments with this system, and, in my view, it is one of the best anti-dazzle devices yet introduced. It is especially good in fog.

It is for this reason that I consider that any attempt to limit anti-dazzle devices to dipping and swivelling would be short-sighted. There are also numerous other anti-dazzle lamps on the market that are efficient, and it would be unfair to the inventors and the users if they were barred. The principles most in vogue in England are the dipping, and swivelling headlights.

Of the two I prefer the plain dipping headlight.

It illuminates most of the road immediately ahead of you, whereas in some swivelling devices you have all the light concentrated on one side of the road. Another method is to switch off the off-side lamp and swivel the light of the near-side lamp on to the road edge.

This system in my view is not so satisfactory. The off-side lamp, which is a guide to on-coming traffic, should never be switched off. Even swivelling lamps are not infallible in certain circumstances.

If a driver is dazzled and the off-side headlamp of the approaching car is switched off an accident is often inevitable.

FORD DE LUXE MODELS.

A NEW TRUCK FINDS A READY MARKET.

The first part of last year saw two new developments in the business of the Ford Motor Company, both of which had their share in increasing the company's business. One of these was the introduction of de luxe models designed to appeal to those who desire appointments and refinements unusual in the low-priced field. The Ford line now includes a sedan, coupe, and phaeton in the de luxe class, all of which have the standard Model A chassis.

The other development was the introduction of a new truck chassis with four-speed transmission, dual rear wheels, and an optional wheel base of either 131½ or 157 inches. This new truck has so extended the usefulness of the Ford that within the first half of last year, it found its way into many fields in which it had not previously been a factor.

SPEED OF THE MOTOR-COACH.

NEW LIMIT WITH NEW YEAR.

There seems still to be some confusion of mind regarding the new speed limit of thirty miles an hour for motor-coaches, which came into force with the New Year. Hitherto motor-coaches have been subject to the same law as other vehicles. There was a speed limit of twenty miles an hour which was disregarded by them, as by other vehicles, and they paid the penalty as often, but probably no oftener.

That is now changed. The private car has now no speed limit, but the motor-coach has a new limit of thirty miles an hour. It has, we all know, been accustomed to go much faster than this in the past, and its time-tables have been frankly based on the expectation that it would go faster. What is it going to do in the future?

We think that motor-coach proprietors must once and for all get out of their heads the idea that the new restricted speed limit is going to be a dead letter like the old general one. That old limit became more and more difficult to enforce as the years went on, and further and further away from the conditions under which it was established. But the new limit for motor-coaches was discussed and laid down as part of the law of the land in 1930. It may be right or it may be wrong, it may ultimately require reconsideration; but no one is going to be allowed to treat it as though it were obsolete in 1931.

Employers to Blame?

It remains to be seen what effect this will have on the development of that network of motor-coach routes which has been spreading all over the country during the last ten years. Undoubtedly some of the services will be obliged to become appreciably less expeditious than they have been, and will be so much less able to compete with the railway companies. A maximum speed of thirty miles an hour means on long journeys a decidedly lower average speed. No doubt the more skilful the driver the more closely his average speed for the whole journey will be approximate to his maximum speed during any part of it.

But, as every motorist knows, the most skilful driver in the world must slow up through towns and should go cautiously through villages, round corners, over cross-roads and so forth, and that the effect on his average rate is bound to be considerable. It is clear that the times which some of the motor-coach companies have promised their patrons in the past will not be possible in the future. When a motor-coach driver is summoned for speeding the time-table will certainly be called in evidence to show whether his offence was a private recklessness or was committed in accordance with a system set up by his employers.

On the whole, however, we do not think that the travelling public will grumble at this curtailment of its convenience. There are few people who have not at one time or another been terrified by the spectacle of a gigantic motor-coach hurtling at 50 miles an hour along roads which certainly were not constructed for that sort of traffic.

Perhaps the change will hasten the day when we shall have roads that are constructed for that sort of traffic. We must beware of supposing that the new Traffic Act has solved the problem for all eternity. It is really no more than a transition measure, and the experience we shall gain from its working ought to lead to something much better.

FOR MOTORS ONLY.

TRAFFIC BOARD'S SCHEME FOR OXFORD STREET.

A recommendation that horse traffic should not be allowed in Oxford Street, the main highway through the West End, has been made to the Minister of Transport by the London Advisory Board.

A wonderful mechanical "horse" with which the L.M.S. Railway Company hopes eventually to equip all its 30,000 horse vans, had its successful "trial run" in London last month.

Of the two big steps toward pushing the horse out of its place in modern city and town traffic, that in regard to Oxford Street has come about as the result of the comprehensive scheme drawn up by the London Traffic Advisory Board and the Ministry of Transport.

When developed it will result in all the traffic of the West End of London being controlled by automatic light signals.

The Slow Horse.

Westminster, Marylebone and Holborn councils have approved the idea in principle. Only a question of costs stops the first experimental section, from St. Giles-circus to the Marble Arch, being undertaken.

Scotland Yard and other experts convinced the traffic advisory com-

mittee that the light system would be a failure if slow-moving horse vehicles were allowed to remain, called for a complete ban, with the provision of signs in all streets converging on Oxford Street, warning horse drivers not to enter that thoroughfare.

Enter, the Robot Horse.

Railway horse vehicles have always been a problem in solving any system of speeding up traffic. With the change over to the mechanical horse demonstrated at

Camden Town goods depot of the L.M.S., the difficulty would be greatly reduced.

The "horse" is a three-wheeler low-loader tractor of two types. With one the front wheels of the standard horse-cart are removed and replaced by legs while the van is being loaded. Later the "horse" is attached to the ordinary turntable of the cart.

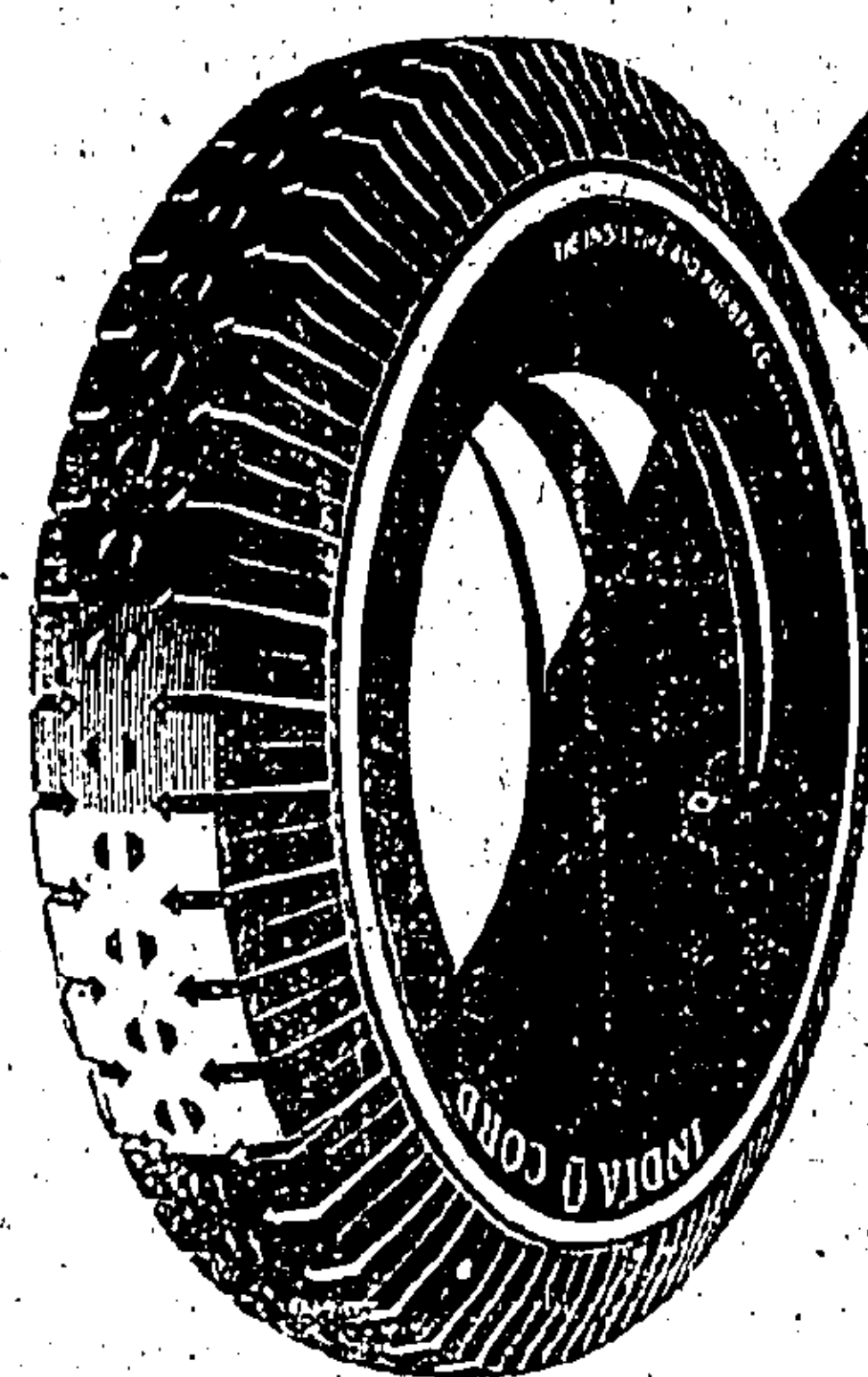
With the other the front wheels remain attached, and when the "horse" is backed to it a hydraulic jack raises the front frame and

wheels of the van clear of the ground on to the tractor.

Both "horses" are fitted with an engine of only 7 h.p. This is capable of taking three-ton loads on existing horse lorries at a speed of 18 miles per hour on the level, and restarting from a stop on a one in eight gradient.

Its manoeuvre-ability in congested goods yards is quicker and greater than with live horses. It is claimed that one mechanical horse will do the work of two animals at the cost of one animal and a quarter.

The company intend gradually to displace the horse and use instead the mechanical "horse." About 30,000 railway horse-vans are affected. Horse drivers, it is understood, will be trained to drive the new power units as they are brought into use.



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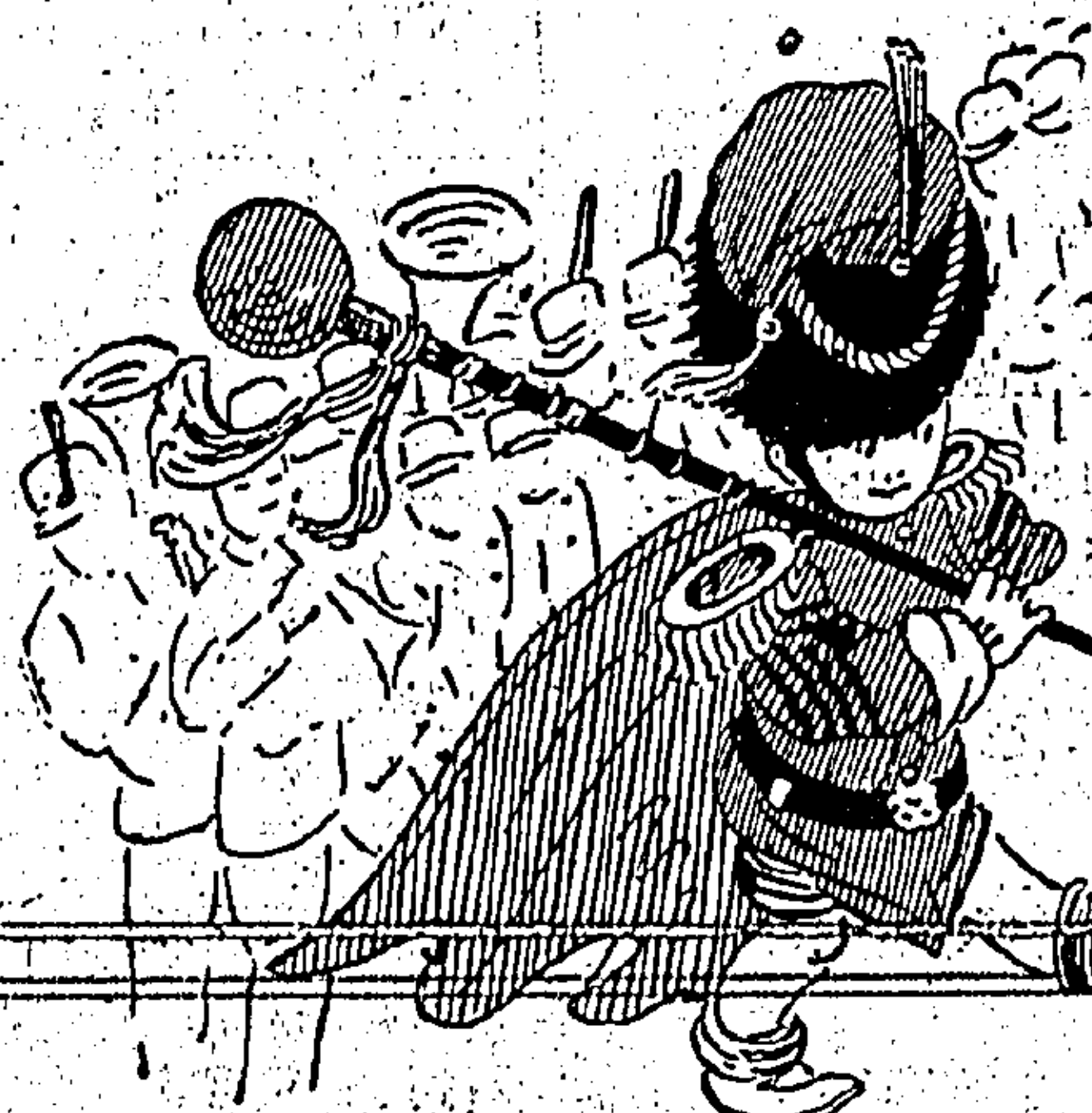
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MOTOR NOTES

NOTES FROM EVERYWHERE.

WINTER MOTORING PAYS.

In days gone by, when motoring was more of a recreation than a business, and when road conditions were often deplorable, there was some excuse for the man who decided to lay up his car during the winter months; in fact, it became almost a traditional practice on the part of many. Traditions die hard, and this explains why so many people have not bothered to acquaint themselves with the amenities which winter motoring now offers. The *Light Car and Cycle-car* states that many enthusiasts believe a car to be of even greater value in winter than in summer, in these days of crowded public conveyances, comparatively clear country roads and 100 per cent. reliability in cars themselves. Winter motoring, admittedly, has its problems, but, thanks to the ingenuity of motor-car designers and accessory manufacturers, there are few, or none, which cannot be solved by a very moderate outlay.

SILENCING MOTOR BOATS.

With the object of eliminating the exhaust noise of motor-boat and stationary engines which is a frequent cause of complaint in narrow waterways and factory buildings, a London engineer has placed on the market a novel and very effective type of silencer. Its application to speedboats operating at seaside resorts and industrial engines employed for constructional work should also be much appreciated by the public. The principle involved necessitates the passing of the cooling water from the engine into an expansion chamber through a number of tangential slots. This induces a swirling action which causes the gases to absorb the water in the form of "rain," which forms an effective sound deadening medium, whilst back pressure is eliminated and the gases are reduced in bulk to about one-third the volume they would occupy if not cooled.

One of these silencers was fitted to a 25 h.p. engine installed in a Thames tug and, according to *The Motor Boat* which carried out a test of the device, "even by leaning over the side of the boat and listening within a few feet of the exhaust outlet it was impossible to detect any noise beyond the burble of the exhaust and the rhythmic beat of the engine. Judging from the success which has already been achieved the general application of the silencer should do much to dispense any opinion that the internal-combustion engine is necessarily noisy."

HOW A SUPERCHARGER WORKS.

Answering the question, How does a supercharger work, and has it any advantage other than that of increasing the power obtainable from an engine? *The Motor* replies:

"In ordinary engines the pumping action of the pistons is relied upon to draw the mixture into the cylinder. A supercharger is simply a kind of gas pump which delivers the mixture under pressure and, therefore, increases the weight of petrol and air supplied to the cylinders. The improvement is particularly noticeable at high speeds, when piston action is apt to prove inefficient. The power is increased, roughly, in proportion to the enhanced weight of the charge. Various kinds of superchargers are employed and the pressure at which they work is usually between 5 lb. and 10 lb. per sq. in., for ordinary engines. Much higher pressures have, however, been used for racing. Apart from the increase of power, a supercharger, by churning the mixture and supplying it positively to the engine, avoids the various cylinders. For this reason it has in many instances been found to improve flexibility as well as power and has not actually involved any material increase in petrol consumption. The cams need not be so abrupt in action when the mixture is delivered under pressure so that stresses in the valve gear are reduced at high speeds."

FORD TRADE SCHOOLS.

TO BE ESTABLISHED IN ENGLAND AND RUSSIA.

Trade schools closely patterned after the two divisions of the Henry Ford Trade School for Boys located at Highland Park and Dearborn, Michigan, are soon to be established in England and Russia, it was announced recently.

The English school will be temporarily placed at Manchester, near the British plant of the Ford Motor Company, Ltd., but later will be moved to a point adjoining the company's larger works now under construction at Dagenham, London. The school will operate under the supervision of the Ford Motor Company, Ltd., and following the example of the Detroit Trade School, will be restricted to boys between 12 and 18 years old.

For the purpose of making a study of the Highland Park and Rouge Plant divisions, A. R. Smith, general manager of the Ford English company, has spent a week at the two schools. He thought it probable that the first students in the proposed British school would be selected from families in London's East side district, started at Manchester and then returned when the Dagenham plant is completed.

The Russian school is to be built and maintained by the Soviet Government at Nijni Novogorod and will be adjacent to "Autostroy," the name given to the plant to be built at that point for the manufacture of motor cars. The Russian school will in no way be connected with Ford interests, though the benefit of Henry Ford Trade School methods, experiments along educational lines, and present manner of teaching have been placed at the disposal of Soviet representatives.

Girl Students.

It is said that the school at Nijni Novogorod will be the first of several similar institutions to be established in Russia. According to Leopold A. Moritz, assistant chief engineer of U.S.S.R. for the construction of automobile plants, present plans call for facilities sufficient to accommodate from 650 to 750 students. Of this number twenty per cent. will be girls. Mr. Moritz recently headed a commission that visited the Henry Ford Highland Park School. After talks with the instructors he was of the opinion that the Russian school would follow the student age limits of from 12 to 18 years, the practice of serving a hot noon meal within the school, and allotting the same floor area of approximately eighty square feet to each student. A second delegation inquired into the Ford school curriculum and adopted the plan of two weeks of school shop work alternated with one week in the class room. The proposed Soviet course will include Russian, physics, chemistry, auto mechanics and shop mechanics.

The visitors were impressed with the Ford Trade School method of teaching the younger students by means of specially prepared and illustrated lesson sheets, the scholarship system by which 2,500 boys earn while they learn, and the fact that the students make nothing for practice but always produce articles of service and value.

Plans for the Russian Trade School are being prepared by the Aust-Campbell of Cleveland. The drawings provide for a two-story segment for academic instruction, library, laboratory and administration, and one story structure which includes a machine shop, foundry, forge shop, gymnasium and lunch hall.

WOMEN MOTORISTS.

DO THEY TALK TOO MUCH?

The Reading County Court judge, who recently created a stir in England by saying that women motorists talk too much, is not alone in criticising them. From the moment that it became possible for women to take out mechanically-propelled vehicles on the public roads there was an attempt to regard them as butts.

In this there may have been something of an age-long antagonism. The earliest cars were vehicles fit for only heroes to drive, and man, already threatened in some of the old provinces once reserved for him, imagined that here was a new province in which he might rule unchallenged. But with automobile engineering improved there was less danger of breakdown on lonely roads. There was less necessity to crawl underneath the body of the car. The spare wheel reduced the inconveniences of puncture to a minimum.

So woman was launched upon the highways, and man, who thought he had received such a start as to forbid his ever being overtaken, heard a menacing horn behind him, looked over his shoulder, and began to think out disagreeable things to say about this insistent competitor.

Caution: Female Driver.

He has thought out disagreeable things enough. Of long ago a car was observed which bore behind the strange device: "Caution: Female Driver." This may have been an insult imposed on her by some male relative with the power (that is, the power of the purse) to do so; it may have been her own ironic reply to much ill-founded criticism. In either case, it summarises the present position neatly enough. Men motorists are in a conspiracy, unorganised but real, to pretend that women are unsafe drivers. A well-known humorist has said that when a woman extends her left hand it means that she is going to stop... or to turn to the right... or to turn to the left... or to drive straight on.

These are specimens. A more prolonged search in the cupboards of memory might produce ten times as many instances of equal interest and a hundred times as many that would be a hundred times more tedious. But more serious contemplation of the whole case leads one to discount the efforts of the humorists. In actual practice, women in charge of cars on the roads multiply not merely year by year, but month by month. The number of cars possessed by the population of Great Britain goes steadily up and with every new car set running it is something better than an even chance that a woman will have the main handling of it. When the owner-driver was rare, then the woman-driver was rare. The calling of chauffeur was, and for the most part remains, one better suited to the male sex.

Part of Domestic Fitting.

But nowadays the new car tends to be as much a part of the domestic fittings of the house as the kitchen-range. The wife at home has both more opportunity of using it and more need for it on five days of the week than the husband in his office. And experience shows that women do take to handling cars with extraordinary aptitude. The modern woman is no more nervous than a man, and it is nervousness that makes the really bad driver. Road-sense, which makes the really good driver, seems to be bestowed with an equal hand upon both sexes. It is time for us to abandon easy jokes and to turn our eyes upon the facts. The main facts are that the percentage of women-drivers rises steadily and that a good woman driver can be as good as any man.

MOTOR GANGSTERS IN LONDON.

SHOPPERS HELD UP WITH REVOLVER.

Motor bandits armed with a revolver and iron bars held a crowd of Christmas shoppers at bay in Bethnal Green Road, E., while they raided a jeweller's shop owned by Mr. Henry Gandee.

Mr. Gandee, a one-armed man, dashed out of the shop and seized one of the men, who wrenched himself free, and the bandits escaped in the direction of Hackney, taking with them a haul of jewellery said to be worth £500.

It was just after seven o'clock. The pavement outside the shop was crowded, and thousands of shoppers were buying from a street market on the other side of the road.

Suddenly a dark yellow open touring car containing five men drew up outside the jeweller's shop.

"One man remained at the wheel," Mr. Albert Samuels, of Pollards-row, who was standing in a shop entrance near by, told a Press reporter.

"Two stood, armed with iron bars, on the running boards and another stood in the car brandishing a revolver."

Crowd Dumbfounded.

"The fifth man—a young fellow with a trilby hat pulled down over his eyes—rushed at the window and smashed it with a hammer. Behind this was a steel trellis, which it took him nearly a minute to break down."

"People stood by dumbfounded, not daring to interfere."

"The bandit helped himself to a tray of rings, diamond pendants and ear-rings, and was making for the car when Mr. Gandee rushed out of his shop. He made a gallant attempt to stop the bandit, but was thrust aside."

"The bandits had difficulty in getting the car—the number plate of which was covered by an old macintosh—to start."

Several men made a movement towards it but stopped at menacing movements by the bandits.

Then the car shot forward and disappeared in the direction of Cambridge Road.

Garages Searched.

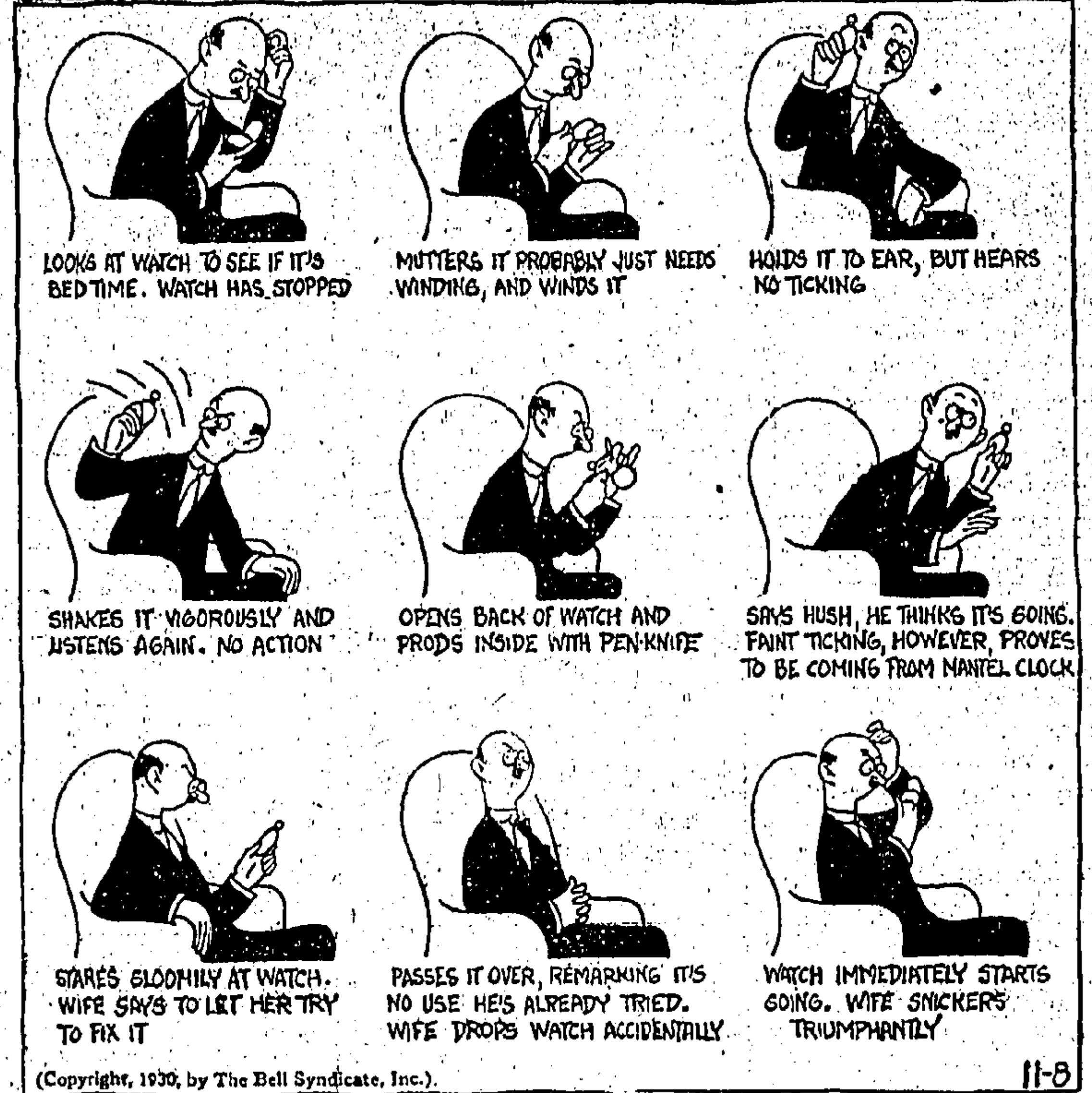
"A bus was passing at the time, and if it had only drawn in the bandits' escape would have been cut off," Mr. Incham, a shopkeeper, said.

The scene of the raid is only half a mile from Cable Street, Stepney, where Mrs. Sarah Gratsky was killed recently by escaping motor bandits.

Police have descriptions of the men, and detectives were last night combing the East End. A number of garages were visited in a search for the yellow car.

SNAPSHOTS OF A MAN FIXING HIS WATCH

By GLUYAS WILLIAMS



"HUMBUGS AND PUPPETS."

UNCOMPLIMENTARY VIEW OF MEDICAL PROFESSION.

An extraordinary story of a man who preferred death to seeing a doctor, thought nurses "puppets," and regarded health institutions as places of experiment, rather than of cure, was told at an inquest at Croydon.

The man on whom the inquest was held was Frances James Crossley, aged 73, of Pollards Hill North, Norbury, a retired maker of engineering models, who died at his home at midnight on December 17.

Clarence William Crossley, a brother, said that on December 10 his brother fell and lost the use of his left arm and left leg. For a week they made him as comfortable as possible on the floor of the kitchen, and then he was carried to a couch in another room.

Explaining why a doctor was not called, he said that his brother generally treated himself homoeopathically and had, said he would sooner die than allow a doctor near him.

The Coroner: Did you not think it would be better to have one?

"No," was the reply. "My brother did not believe in doctors and I don't. A doctor would have been called in had my brother asked, but in that case I should have had doubts about my brother's mind."

"Decorated Puppets."

"Would it not," asked the Coroner, "have been better had a nurse been provided?"

"Well?" said the witness, "my brother abominated nurses as much as doctors, and would have refused one. He looked upon nurses as decorated puppets, or something of that sort."

"What about an institution or hospital?" queried the Coroner.

"He said," was the reply, "that at his age they took people into institutions, not to cure them, but more likely to experiment on them."

The Coroner: What is your objection to doctors?—That they are all humbugs.

Elizabeth Amelia Crossley, a sister, was asked if she shared her brother's disbelief in doctors, and she said: "Yes, very much, and more."

"It runs in the family, then," said the Coroner.

Foreman's Statement.

Medical evidence was to the effect that death was due to cerebral hemorrhage and that no medical or nursing attention would have saved or prolonged the man's life.

After returning a verdict of "Death from natural causes," the foreman of the jury added: "We desire to express the opinion that the deceased was badly neglected, and if it is within your province to censure Mr. and Miss Crossley, we should like you to do so."

The Coroner, however, declined to associate himself with the proposal, and it was withdrawn. The relatives, said the Coroner, had to contend with the dead man's strong prejudices, and the fact that had a doctor or nurse been called it would probably have had a bad effect upon him.

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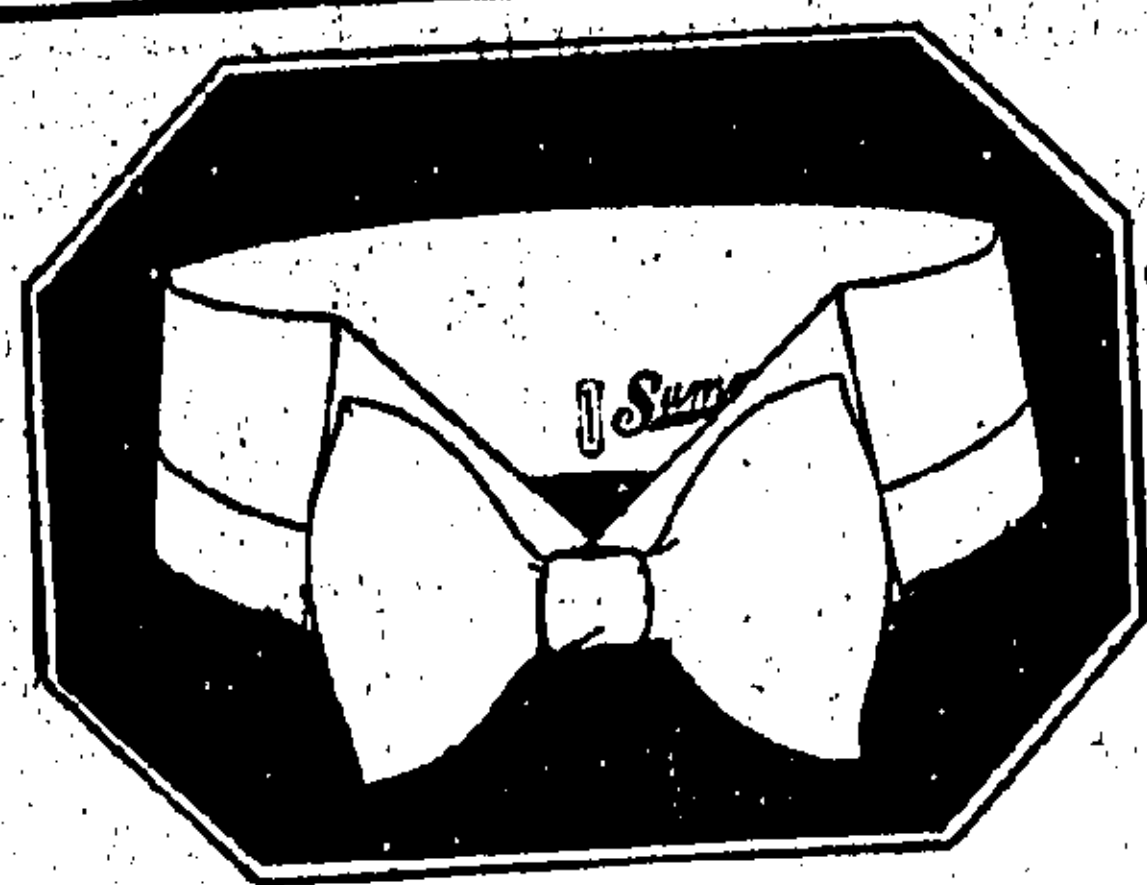
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F. Schumann-Heink and John Reinhardt wrote the story of "Mamba," and Al Fogell directed it. The cast includes John and Josef Winkler, Olando Fleming, William Stewart, Hazel Jones, Arthur Kestons and others. It is recorded by R.C.A. Phonophone.

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SCOPE OF ANATOMY.

PROFESSOR SHELLSHEAR AT ROTARY LUNCHEON.

HISTORY OF MANKIND SUMMARISED.

At the Rotary Club luncheon yesterday, Professor J. L. Shellshear gave an interesting, but all too brief, discourse on "The scope of anatomy," in the course of which he touched on the way in which his subject was linked up with surgery, art and the history of mankind.

In introducing the speaker, Sir William Hornell, Chairman of the Rotary Club, said that unfortunately Dame Clara Butt and Mr. Kennerly Rumbold could not be present as they had to sail on the President boat at 12 noon. The President said he had received a letter from Mr. Rumbold thanking the club for having asked them to be present and deploring the fact that he and his wife were unable to attend. Professor Shellshear had very kindly stepped into the breach. He was Professor of Anatomy at the University of Hong Kong and had been educated in New South Wales. He qualified in the Sidney University as a doctor and until the War acted as general practitioner in New South Wales. When the War started he went, not as a doctor but as the commander of a battery and subsequently became Commander of a Brigade.

After the War, Professor Shellshear met Professor Elliot Smith and now, said Sir William Hornell, he is studying skulls and bones.

Anatomy and Immortality.
Professor Shellshear in the course of his speech said that anatomy was indispensable to surgery. In the realms of art the study of anatomy was also of the highest possible value. Leonardo de Vinci, said Professor Shellshear, was an anatomist and his anatomical drawings were unparalleled to-day. The greatest of all branches of anatomy was the study of man himself. Those who felt that they knew the most were often found to be expressing an opinion which was derived from tradition, and they were very often entirely wrong.

The speaker went on to deal with immortality and described unicellular organisms, which he explained went through all the usual stages of life, from infancy to old age. The curious thing was that in the unicellular organisms a certain process, which could be described as a cloning together of two old cells, resulted in new cells being formed. He added, in this connection, that the study of immortality from the anatomical point of view was extremely fascinating. The usual span of life of an average person was nine months of parasitical existence, twenty years under the control of parents and then the long period of maturity finally ended with a short period of senility. The pre, said Professor Shellshear, reached senility in a very short space of time, and the problem for anatomists was, what were the factors which have produced this elongation of life in one and not in the other?

The relation of anatomy to eugenics, heredity and psychology was also interesting.

Chinese and European.

Speaking as a Rotarian, Professor Shellshear said that before we could understand one another, we had to go through a good deal of hard study in the scientific world. Did the European and the Chinese brain think alike and see alike, or did they differ? Professor Shellshear explained that we have been brought up to deal with a symbolic language whereas the Chinese were brought up to a pictorial language and he asked if there was therefore a difference of vision. He had studied that in the European there was a small gland at the back of the neck which disappeared at the age of 20 to 21 but this same gland in the case of Chinese did not disappear until the age of 25.

Speaking of what were technically called infantile characteristics, the speaker said that man was in one sense primitive, in that he has retained most of his primitive form. As an instance he pointed out that we still had five fingers, whereas in the case of the horse specialising of function had led to the development of one "finger"—the middle one of the front hoof. The speaker said that a human baby in infancy but we maintained out "infantile characteristics" in life whereas the gorilla shed its infantile features as it grew, and grew a long face for convenience in its environment. The human race had concentrated more on the development of the

SHANGHAI-MANILA FLIGHT.

DISTANCE TO BE COVERED IN SEVEN HOURS.

Mr. G. W. Brophy, manager of the aviation department of Messrs. L. E. Gale & Co., is contemplating a solo flight from Shanghai to Manila.

The flight was to have taken place on January 17 but was unavoidably delayed and we understand that the aviator plans to hop off from Shanghai on Thursday, 22nd inst. The course will be via Fuzhou and Canton to Manila. Of this journey the last stage is a matter of 430 miles over the Pacific Ocean. Mr. Brophy will fly "The Phoenix," a Waco machine equipped with a 125 horse-power Warner seven-cylinder radial engine. He will carry 82 gallons of gasoline and expects to cover the distance in something like seven hours. If, however, there is a favourable following wind, the airman expects to do it in even shorter time.

Flying over a large expanse of water is not an enviable job at the best of times and when one does this on a "land" plane, it is even less so. Mr. Brophy, will, however, have the honour of being the first aviator to do this, over the Shanghai-Manila section of the world's "air route."

His flight will be awaited with keen interest and no doubt all his friends will wish him the best of luck.

FIRES IN KOWLOON.

FOUR SMALL OUTBREAKS IN TWO DAYS.

Four small outbreaks of fire were reported from Kowloon during the last two days.

The Brigade was called out at three o'clock in the morning to cope with a fire in a shoemaker's establishment in Lai-chikok Road.

Considerable damage was done and the ground floor of the premises was completely burned out. Yesterday afternoon there was a fire reported from the first floor of No. 9, Chatham Road, and several fire appliances were rushed to the scene. The damage done was small, only a front cubicle on the floor suffering damage.

On Monday afternoon a furniture shop in Austin Road was the scene of a fire. Here again the prompt arrival of the brigade prevented what might have been a serious outbreak.

A wooden hut in Kow Yung Chi village, used as a dwelling was burnt to the ground on Monday afternoon.

GAMBLING WITH HIMSELF!

MAGISTRATE'S COMMENTS.

In pleading guilty to a charge of street gambling at West Point, a young Chinese who appeared before Mr. Lindell at Central Magistracy yesterday insisted that he was the only person gambling and that nobody else was involved.

His Worship: Do you want to go to the Asylum?

Defendant: I was the only man arrested.

His Worship (to Inspector MacWalter): Isn't he quite sane, or is he putting it on?

Inspector MacWalter (smilingly): He might have been playing patience.

His Worship: Well, that wouldn't be gambling; he admits he was gambling.

Inspector MacWalter informed his Worship that twenty cents had been seized.

His Worship (to defendant): Who won the twenty cents, your right hand or your left hand?

A fine of \$1 was imposed.

brain, and the speaker said that we could not develop the brain unless children were properly cared for and in this connection maternal affection was of great importance. There were many mysteries which we were still trying to fathom and it may be a hundred hundred years before we can get the real lifted. In order to understand this question of brain development we had to examine every part of the history of anatomy, and that history was so scanty that when we came upon a part of it we thought it something miraculous.

The speaker went on to show the audience a cast of the skull of the pithecanthropus man which, he said, was very near that of a gorilla. The discovery of a human tooth enabled Davidson Black to reconstruct a skull that was a little more advanced. He had no more than one single tooth to work on yet his judgment was vindicated by the discovery of a complete skull which coincided almost entirely with the one that he had reconstructed. The speaker said that the present generation, however, was a long way from finding what was popularly (but not scientifically) called the "Missing Link."

OGPU—"HAPPY RETURNS."

BRITISH COMMUNISTS' "WARM LOVE."

STALIN ON THE NEED FOR TERRORISM.

Moscow.—On the OGPU's thirteenth birthday Mr. Page Arnott, on behalf of the Central Committee of the British Communist party and of "the entire British Proletariat," called:—

"The revolutionary labours of the OGPU—created by Felix Dzerzhinsky, whose name wakes warm love in the hearts of all workers—(He was one of the most horrible and bloodthirsty perverts of history) is now crowned by its unmasking of the Industrial Party, the most brilliant page in the World Revolution's book, whose memory shall live for ever. All enemies dash themselves to pieces against our OGPU's steel wall. On behalf of Great Britain's workers and the British Communist Party, I send to you, the OGPU, a flaming greeting."

Stalin Explains.

While the whole Press wishes the OGPU many happy returns, the official "Izvestia" exclaims:— "However much Poincaré, Briand, and British circles may protest that they had nothing to do with Ramin's criminal plot, the sentenced saboteurs in the court house itself exposed them fully."

The "Economicskaya Zhizn," asking the rhetorical question, "Why is the OGPU good?" answers: "Because not thousands but millions help it. What can all the Intelligence Services of the outside world do against this weight of numbers? Why, spies have to be paid a triple wage to come to Russia!"

Nevertheless, the most significant fact of all is that the old interview Stalin gave to foreign Communists here at the Revolution's tenth anniversary celebrations in 1927 should now be published for the first time. It defends the survival of "this Committee of Public Safety on the French Jacobin model," solely by the survival of Capitalist States abroad.

The Giant and the Devils.

"Izvestia" says:—

"The OGPU's greatest victory—over Ramin—is a victory for you foreign workers. It seems that the Cheka (the old name of the OGPU) taught the bourgeois nothing."

To-day "Izvestia" publishes the cry of a magnificently disdainful giant OGPU officer in a long houppelande, cutting down with the sweep of a mighty sabre four little foreign dwarfs, devils who have lost almost all trace of human form, and seem to confirm Sigmund Freud's theory that the image-forms taken by the demonologies of all religions are ultimately a fixed constant.

In addition, we have the usual routine factory resolutions: Rechristening their Hammer Brigades with the name of OGPU; mulcting themselves of part of their wages for war planes in honour of the OGPU, etc. These resolutions culminate in the decision of the OGPU to purchase an Air Squadron "in commemoration of their humiliation in the Ramin Trial."

Why Rykov Fell.

Rykov's fall has surprised only those who ignore the natural laws at work in the Russian revolution. There is no place for such moderate statesmanship as his in Bolshevism's present phase. His fall was as certain as that of the French Girondins.

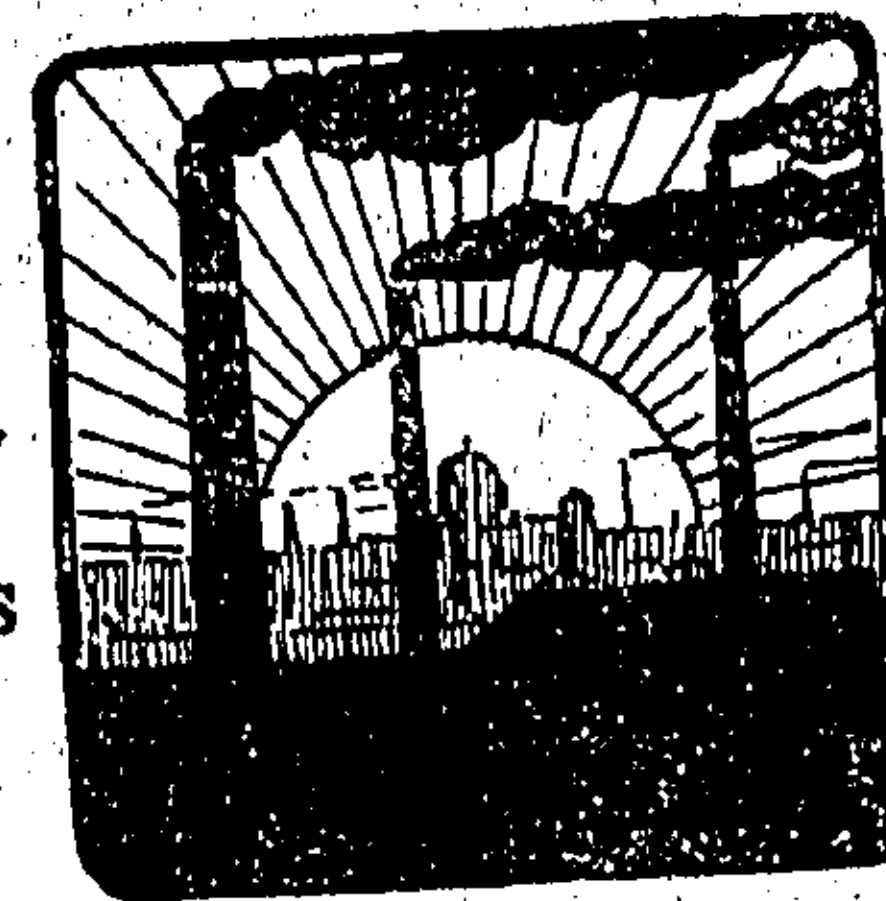
When Stalin destroyed Trotsky he stole some of that extremist's Red thunder. Now Stalin may have to cut down certain programmes, but only because these programmes are already cutting down themselves under economic pressure. He could not, even if he would, steal Rykov's political moderation, which is denounced as "opportunism" by the official Press.

For more than two years Stalin's party managers have been quietly removing all the props from under the OGPU's feet. The OGPU, fixed for the first days of November, but owing to the general situation it was postponed until the Bolshevik Party's Central Committee should meet, and shoulder the responsibility for the elimination of this great political moral figure.

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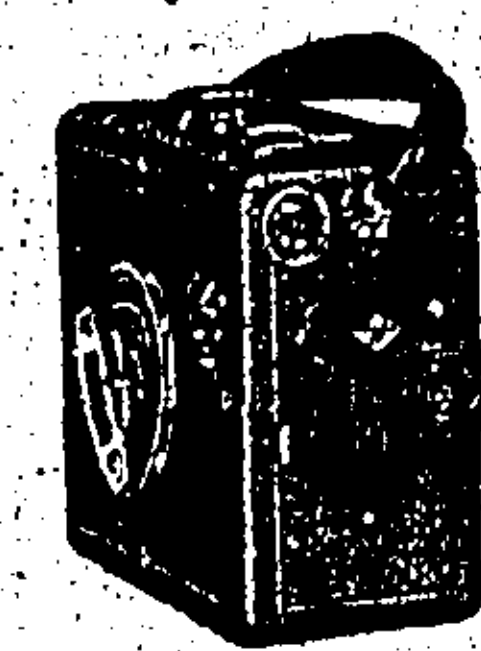
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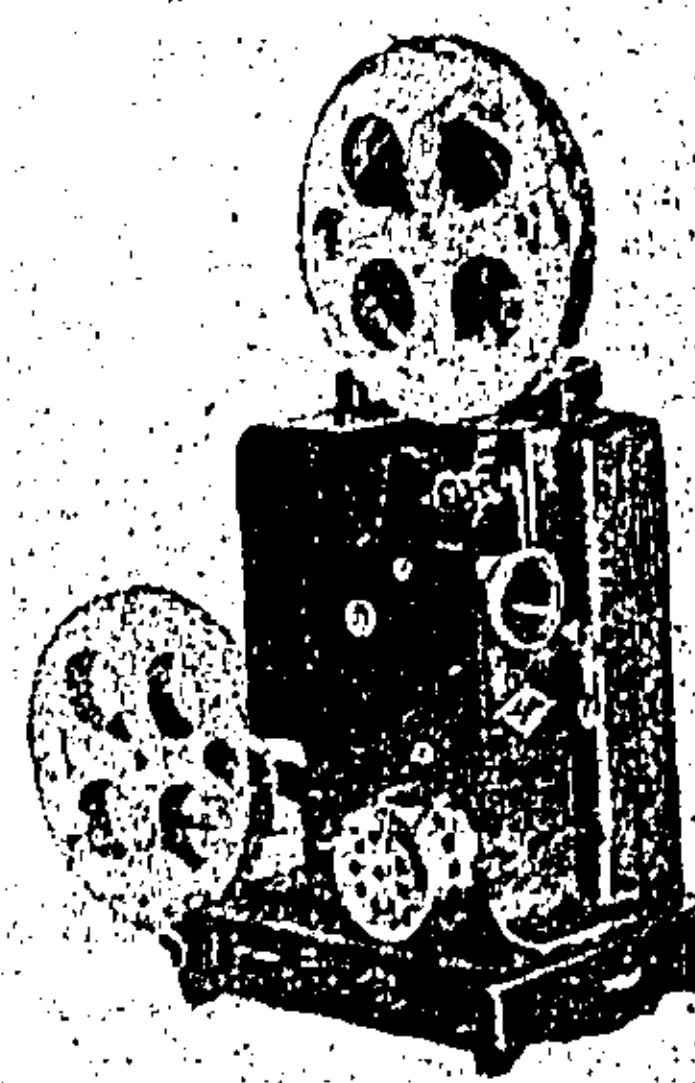
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A PORTUGUESE
SQUABBLE.FAMILY TROUBLES LEAD
TO BLOWS.

DEFENDANTS DISCHARGED.

Daniel da Silva, P. H. da Silva and Luz da Silva, of No. 5, Jordan Road, were summoned yesterday before Mr. Butters at the Kowloon Magistracy for having assaulted Mrs. Maria Glyceria D'Azavedo, of No. 11, Mosque Junction in Jordan Road, on December 9, and also with having behaved in a disorderly manner with intent to commit a breach of the peace.

Mr. Horace Lo appeared for the complainant. Mr. P. H. da Silva was said to have left the Colony.

A cross-summons for assault was preferred against the complainant by the two defendants.

Mr. Lo, outlining the case for the complainant, stated that complainant and defendants were relations. P. H. da Silva, who was not in Court, was complainant's son-in-law, and the other two defendants were his brothers.

The complainant, who was of very frail physique and 58 years of age, received brutal treatment from the hands of the defendants on the night of December 9, and was subjected to many indignities at their hands. As far as the rough treatment was concerned, actually not very much force was used, but owing to the complainant's frailty and age, after the incident, she was confined to bed, suffering from a sprained arm, and had to be under treatment for some time.

The facts which led up to this incident were as follows:—Complainant's daughter was married to P. H. da Silva and had three children by him. She was dead and the children were entrusted to the care of the grandmother (the complainant).

Even before the death of the mother, the father apparently had done very little indeed for the support and maintenance of the children, apart from giving a small amount of money to the grandmother.

The father and mother formerly lived in Shanghai and the mother died there. The father then returned to the Colony, and hearing of his arrival, the complainant went over to Kowloon with the elder child to a house in Jordan Road to interview her son-in-law.

Stormy Interview.

The interview was very unsatisfactory. The complainant tried to get some money from the son-in-law for the maintenance of the children as she herself was in very poor circumstances, and could ill afford to look after the children. The son-in-law was not prepared to give any money. She then asked him to accompany her to the Star Ferry, as she was nervous and did not like the idea of going back to the ferry alone.

He was, however, very reluctant to accede to her request, but eventually consented. When they got out into the street, instead of complying with her request, he said he would take her to his own house (where his mother lived) or she would have to go alone.

Complainant did not want to go to her son-in-law's house. So she caught hold of his arm and insisted that he should accompany her to the ferry.

At that moment the second and third defendants appeared and the three of them, against the complainant's will, dragged her to their parents' house.

Her grandchild sounded a police whistle, but no help came. She received injuries as a result of the jostling and was in bed for a number of days.

A Lot of Animosity.

Mr. Lo asked that in spite of the relationship which existed between the complainant and the defendants, the defendants should be dealt with severely, as theirs was most uncalled for and disgusting behaviour. There was a lot of animosity between the parties, and that explained why they could not arrive at a settlement.

Mr. D'Azavedo, who is the elder child of P. H. da Silva, gave corroborative evidence.

Luz da Silva, aged 17, said that complainant must have been mistaken in seeing him in the street. He had never assaulted complainant.

(Continued at foot of next column.)

MURDER TRIAL.

CLOSE OF EVIDENCE FOR
THE CROWN.JURYMAN'S POINTED QUERY
TO A WITNESS.

Evidence for the Crown in the Felix Villas murder trial at the Criminal Sessions closed late in the afternoon yesterday after the testimony of a number of witnesses. The accused, a servant employed at 29, Kennedy Road, is charged with the murder of a house boy who was employed by Mr. Ohl at 9, Felix Villas, and it has been stated in evidence that the two men at one time were working together in the latter house.

Mr. Ohl, in evidence, said that he dispensed with prisoner's services because of complaints by the other servants, and he had known of an instance in which there had been a fight between the accused and the cook. He was reluctant to part with prisoner, because he was a good house boy, and he recommended him for a position elsewhere.

Prisoner's Movements.

Chan Cheung, a domestic servant, said that he was unemployed at the time of the murder on December 13, but he slept in the same bed as the prisoner at 29, Kennedy Road. At about 3 o'clock in the morning witness was awakened by the prisoner getting out of bed and he saw him leave the room.

In cross-examination by Mr. Leo d'Almada, Jr., Counsel for the defence, witness said that his estimate of 3 o'clock was a pure guess as there was no clock in the room. It was quite dark inside the room after prisoner had switched off the light before leaving the room.

In answer to a further question witness said that since December 13, he had been living with the detectives at Police Headquarters on a suggestion made by the police since he was without employment.

Fung Hoi, another unemployed servant, stated that he was also sleeping in the room on a camp bed. At 3 o'clock witness was aroused by the prisoner placing his foot on the camp bed, and the latter was then putting on his socks.

In cross-examination, witness stated that he also was staying with the detectives and did so most reluctantly. He was kept together with the previous witness, but they did not discuss anything about the murder.

Questions by the Jury.

Questioned by the jury, witness said that he thought it was three o'clock when he saw the prisoner standing in the room. It was dark at the time.

Foreman of the Jury: Do you wish the jury to believe that you never spoke to the last witness about the murder?—I can't help it if you don't believe me. I am speaking the truth when I say I did not speak to him about the murder.

The last Crown witness was an interpreter who read a written statement made by the prisoner in answer to the charge of murder. Prisoner referred to some unpleasantness which existed between himself and the deceased, and the statement went on to say that deceased's wife was given accommodation at 29, Kennedy Road, but prisoner had later asked the husband to remove her elsewhere. There was also some furniture belonging to the couple which the deceased had stated he was unable to remove owing to losses in gambling. The Court adjourned until 10 o'clock this morning. Mr. d'Almada intimating that he would put the prisoner in the witness-box; that would be the only evidence for the defence.

Daniel da Silva stated that the complainant was quarrelling and making a tremendous noise in the street. When he came on the scene complainant kicked him and laid him out for half an hour.

Intended to Cause Trouble.

Mrs. F. E. da Silva, to whose house complainant came, said that the complainant came with the intention of causing trouble with the father of the children. She did not come to get any money for the children, but insisted that the father should accompany her to a friend's house. The complainant abused the children's father in very bad language and shook her fist in his face. Witness threatened to put her out of the house and complainant then calmed down.

Eventually the father and the complainant went out into the street, where complainant caught hold of the father's arm and dragged him to her parents' house.

If there was anything alleged against the defendants, it was against the father.

Mr. Butters dismissed the two defendants, saying that the case for the prosecution was very much exaggerated.

DEAD BODY IN THE
PUBLIC GARDENS.CORONER'S INQUIRY INTO
RECENT DISCOVERY.WERE THE BODIES SHIFTED
IN THE MORTUARY?

The Coroner's inquest by Mr. R. E. Lindsell in connection with the finding of the dead body of a Chinese baby in the Public Gardens on November 14 last was continued at the Central Magistracy yesterday afternoon when rather lengthy evidence was given by two sanitary coolies, an employee at the Mortuary, Inspector Shaftain and a police interpreter.

The first witness said he was employed in November last as a substitute for Sanitary Coolie No. 31. On the 14th of that month he was sent to the Public Gardens to pick up the body of a child which was partially wrapped up in paper. At the time coolie No. 30 was with him, and together they took the body to the Central Police Station. After making a report there, they were told to proceed to the Mortuary. They were given the usual forms, but no officer inspected the body. When they got to the Mortuary, the attendants were not there but an old man took in the body and placed it on a table with the forms beside it. There was no other body there at the time. Concluding, witness said that previous to this he had removed bodies to the Mortuary but he never knew of any case in which identification cards were tied to any body.

Sanitary Coolie No. 30 gave corroborative evidence, and in reply to a question by Mr. Woodhouse, denied that he told Inspector Doring that he had only taken one body to the Mortuary. He had, in fact, handled five or six cases.

Inspector's Story.

After the interpreter at the Central Police Station had told the Coroner his story—that he sent a telephone message for the dead body and then made out the forms for the Mortuary—Inspector F. W. Shaftain went into the witness-box.

He said that he was on charge-room duty on the day in question, and at about 1.10 p.m. he received a report to the effect that the body of a child was found in the Public Gardens. He then gave orders to the interpreter to telephone for a small dead-box, which was the usual procedure in cases where a child's body is found. As regards adults, a reserve detective would be sent to the spot where he would see the body being put into the box, accompany it to the Station and then to the Mortuary. When an ordinary case of dumping was reported and there was nothing suspicious attached to the case, it was not considered necessary to send a detective.

In every case the body would be taken to the Station where the officer on duty would examine it and then give orders for the necessary papers to be made out. On the day in question he had occasion to leave the charge-room, and on returning a few minutes later, he noticed a dead-box under the tree opposite the charge-room. He saw, in fact, examined, the body and noticed it was lying on some paper and a piece of dirty white cloth with blue stripes. There was no coolie by the box then. One was sitting on the steps leading to the Magistracy while the other was in the charge-room.

As regard the body, he did not notice anything tied round the child's neck—had he done so the procedure would have been entirely different. Witness said he had handled a very large number of dumping cases, but in his experience—and he would venture to suggest that it was the experience of other police officers—there had never been any murder of newly-born babies. He knew of one custom, however, which might throw some light on this case, and that was if a Chinese woman had a number of

(Continued at foot of next column.)

SEVENTY-YEAR-OLD
PREVARICATOR.WOMAN IN DOCK FOR OPIUM
POSSESSION.

"Seventy years old and still lying" said Mr. R. E. Lindsell to a Chinese woman who was charged at Central Magistracy with possession of a quantity of opium and eight pounds of tobacco without permits.

Defendant explained that she brought the drugs from the country to give an actor at a theatre in Hong Kong. She could not give the name of the actor nor the theatre in which he worked. Asked if she had ever been to Hong Kong, the woman at first replied in the negative, but later said that she had been to Wanchai on two previous occasions.

His Worship: Why did you come at all?

Defendant: I brought some sausages with me to give to my friends in Hong Kong.

Mr. Lindsell: You are really a shameless old woman (To Revenue Office Ward) I don't want to send this woman to jail. She is 73 years old.

R. O. Ward said that the opium was found concealed in a patch, which had been sewn on the outside of a rattan sack. The tobacco might possibly be for her own consumption.

His Worship remanded the case till to-morrow, in an endeavour to find anyone who could speak for the old woman.

ARMED ROBBERY.

WOMAN CHARGED WITH
RECEIVING.

Following the armed robbery at 62A, Bonham Road, second floor, a woman appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday charged with having received a gold finger ring.

Detective Sergeant Meadows, for the prosecution, asked for a remand of twenty-four hours, which was granted by the Magistrate.

It will be recalled that in connection with this robbery a man was charged on Monday with having participated in the alleged robbery, and with having stolen property to the value of \$340.

children who had all died, and if her next born happened to be ill, the mother would strangle the child if she thought it was nearly dying. This was to prevent it from dying a natural death, and the Chinese believed that it would stop the child from coming back again—in other words put a stop to the bad luck! Witness said that he never thought it necessary to attach a label on any body that was sent to the Station.

Bodies Shifted About.

The next witness was the No. 2 coolie from the Mortuary. He said that on November 14, last, he received the body of a child from West Point Police Station about 10.20 a.m. It was wrapped in a towel but had no clothing on. It was a female child and he saw the coolies placing it on a table. There were the usual forms but there was nothing attached to any limb and, as far as he knew, it was not the practice then to attach any labels to any body. Witness said he examined the body but found no unusual features and he went away at about 11 a.m. and did not return till about 2.45 p.m. when he found that two further bodies had been taken in. One of these was that of a female child, sent up from Central.

The next morning—about 7.45 a.m.—he found several other bodies (all babies) on the table, and around the neck of a female child he saw a piece of cloth. This body occupied the position where he had placed the body of the child received from West Point Station the previous day. After taking further evidence, the inquiry was adjourned till this afternoon.

ANTI-RED CAMPAIGN IN
KIANGSI.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Jan. 20.—General Tsoi Ting Kai, Commander of the 60th Division of the 10th Military Route, left Canton by train for Kiangsi this morning with his staff to direct the campaign against the Communists and other outlaws there.

A part of General Tsoi's army had long entered the Province from the north and has been fighting against these desperadoes.

General Tsoi took with him a detachment of troops over 1,000 strong. Several trains had to be engaged to get the men and the war supplies up to Shuiukwan. From Shuiukwan they will march to Nam-hung, expecting to arrive there to-morrow morning. They will cross the Tai Tsie Mountains bordering Kwangtung, Hainan, and Kiangsi, and are expected to arrive in southern Kiangsi in the course of the next few days in the camps of the other part of his army.

A combined attack is being made on the "Reds" in Hunan and Kiangsi.

CANTON'S SILK TRADE.

LAST YEAR'S FIGURES REVEAL
A DECREASE.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Jan. 20.—According to an official report, the number of bales of silk exported from Canton during the year 1930 was 60,551, showing a decrease of 4,970 bales as compared with the previous year. The fall was due to a large extent to the keen competition of Japan, which has of late become an important silk-producing nation. The increasing production of artificial silk in most of the nations of the West has also contributed to the decline in the consumption of the natural product of Kwangtung.

Consequently, a large number of silatures on the Canton Delta had to close down, and very few, according to the report under review, were able to make both ends meet last year.

Of the 60,551 bales of silk exported, 38,474 bales went to the United States, 20,073 bales to France, 1,434 bales to England, 93 bales to Italy, and 6 bales to Japan.

WHAT "JACK"
READS.SAILORS WHO CARE FOR
BEST BOOKS.

Any idea that sailors "don't care"—about serious reading—is abundantly disproved by the return to Plymouth of H.M.S. Cornwall, after 2½ years' foreign commission. During that period no fewer than 5,000 novels were sold from the bookstall on board.

The variety of reading shows that Jack by no means confines himself to the Edgar Wallace type of thriller.

His preferences were for:—Dickens, Scott, The Brontës, Thackeray, Jane Austen, Hardy, Wells and R.L.S. were also favourites, while even Galsworthy's "Forsyte Saga" was in demand. "Musically" Jack seems to have a liking for the song of birds, and there were hundreds of canaries on board, brought home, with tons of other treasure trove, as gifts.

Every mess seemed to be converted into an aviary, and on the streets every other sailor seemed to carry a canary in a gilded cage.

New Type Sailor.

Although the old-fashioned conception of the sailor as a happy-go-lucky person, with little education and loose habits, is fast disappearing, writes a Naval Correspondent, it is not always realised that to-day his Majesty's ships are manned by men of a far superior stamp.

Every year the standard of general knowledge increases, and to reach a higher rating a bluejacket must now pass educational tests the average landsman cannot pass. That no efforts are spared to provide men with good literature, the contents of lower deck libraries bear witness. The daily papers are also read regularly, enabling any man to keep himself abreast of current events.

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PRICES VERY MODERATE.

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DAME CLARA BUTT
ON COLUMBIA RECORDS

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HOME SWEET HOME
FX2 LAND OF HOPE AND GLORY
GOD SAVE THE KING
PX1 A PERFECT DAY
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NEW ADVERTISEMENTS

NOTICE

HONG KONG AUTOMOBILE ASSOCIATION.

THE REV. G. E. S. UPSDELL has Resigned the Position of Hon. SECRETARY and Mr. B. D. EVANS has been Appointed in his stead.

Communications to the Association should be addressed either to THE HONG KONG TELEGRAPH or to No. 9, ROYAL OBSERVATORY HILL, KOWLOON.

HONG KONG ST. ANDREW'S SOCIETY.

BURNS' DINNER will be held in Messrs. LANE, CRAWFORDS on SATURDAY, 24th INSTANT, at 8 P.M. Members intending being present are requested to send in their names to

E. M. BRYDEN, Joint Hon. Secretary, c/o Messrs. LOWE, BINGHAM & MATTHEWS.

THE HONG KONG JOCKEY CLUB.

OWNERS are Reminded that MEETINGS for the ANNUAL RACE MEETING must be in the hands of the SECRETARY on or before SATURDAY, 24th JANUARY, 1931, at 3 P.M.

By Order,
O. B. BROWN,
Secretary.

Hong Kong, 20th Jan., 1931.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 26th Day of JANUARY, 1931, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at King Kwong Street, Wong Nai Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square feet	Annual Rental	Upset Price
1	No. 316	King Kwong Street, Wong Nai Chung	N. 100 ft. E. 100 ft. S. 100 ft. W. 100 ft.	4,760	28	12,700
			As per sale plan			

THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING.
28th FEBRUARY, 2nd, 3rd, 4th and 7th MARCH, 1931.

DRAFT PROGRAMMES and ENTRY FORMS are Now Ready and may be obtained upon Application to the SECRETARY.
Entries CLOSE on SATURDAY, 24th JANUARY, 1931.
Hong Kong, 16th Jan., 1931.

THE HONG KONG LAND INVESTMENT & AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., LTD., on TUESDAY, 10th FEBRUARY, 1931, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1930.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 23rd JANUARY, to TUESDAY, 10th FEBRUARY, 1931, Both Days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Hong Kong, 12th Jan., 1931.

AGATE CUTTERS.

LEYSSER, RUDOLF, Hauptmann, 184, INAN/NAK, GERMANY. CUTTER of Semi-precious Stones, REAL STONE NECKLETS, Cups, Fancy Oct. Goods, Rough Stones Bought.

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The original and only genuine

PILSNER BEER.

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ESTABLISHED 90 YEARS.

INDUSTRIAL & COMMERCIAL BANK, LTD. (In Liquidation).

CREDITORS in the above matter who wish to participate in any Dividend which may be declared are Reminded that they must Lodge Their Proofs of Debt with the Liquidators. Forms of Proof may be obtained at the Office of Messrs. PERCY SMITH, SETH & FLEMING, 6, DES VOREUX ROAD CENTRAL.

J. HENNESSEY SETH, S. HAMPDEN ROSS, Joint Liquidators.
Hong Kong, 6th Jan., 1931.

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

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Detached and Semi-Detached Villas Modern Construction with Garage. "CAMBAY BUILDINGS" Flats with Modern Conveniences.

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NEWS OF THE FAR EAST

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"HONG KONG WEEKLY PRESS,"

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THE CHINA OVERLAND TRADE REPORT.

30 Cents per Copy.

Subscription, paid in advance—per annum for delivery in Hong Kong \$13; including Postage to any part of the world—\$16.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.15 p.m., stated:—
The anti-cyclone over S.E. Mongolia has strengthened. Fresh monsoon will continue along the S.E. coast of China and over the N. China Sea.
Local Forecast:—E. winds, moderate to fresh; fair.

DEATH.

CORTA.—On January 15, at Shanghai, ZEMIRA EMILIANA DA COSTA, aged 69 years.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JANUARY 21, 1931.

THE BRITISH MOTOR INDUSTRY.

THERE are a good many things which, for one reason or another, are done better in Hong Kong than in England. One of them is the control of the issue of motor driving licences. In Hong Kong the beginner has to start with a learner's licence, permitting him to try his hand, under supervision and on roads where he is not likely to do very much harm. In England any juvenile over sixteen, any invalid (apart from epileptics) or aged person, is allowed to buy a high-powered car or lorry and drive it straight out of the place of purchase into the crowded and tortuous streets. It is true that a driver has to face the consequences of a mishap and may find these consequences of a most costly and serious nature, but the law does nothing of a positive nature either to restrain the person who should never be allowed to drive or to ensure proper compensation for any unhappy victim of this haphazard method. The suggestions of the Minister of Transport for a slight modification of these defects were fairly well received by the Press, but there was an under-current of opposition from the motorists' organisations suggesting that strong attempts would be made to secure concessions which would largely nullify the efficiency of the proposed reform. An assault was foreshadowed on the proposed eyesight test requiring that a driver should be able to read, either with or without glasses, an ordinary number plate at a distance of thirty yards. Not a very exacting requirement, but the opposition aroused shows how carefully the case of the incompetent driver is being watched. The reason lying behind these guarded protests is not difficult to understand. The motor industry, it is argued, is one of the few at present thriving in Great Britain, and the economic condition of the country is such that nothing must be done that might possibly hurt this industry and its allied concerns. Is this intense jealousy for the interests of the producer, even when those interests clash with those of the general public, a healthy sign? It is a matter for economists to argue whether a luxury trade, like that in private cars, is a real and ultimate advantage to a nation, hard pressed for money and in need of accumulated reserves of capital. Is the State indeed better served when a citizen buys a car instead of making an investment or taking out a life assurance policy? No one, however, disputes the value to England of an overseas trade in cars. Yet in spite of the need for securing foreign sales the British Motor Industry is not making

cars) and the Continent of Australia, protested that their respective countrymen were ready and anxious to buy British cars, but the British makers, content with the Home market, would not bother to study foreign requirements. Quite apart from any questions of sentiment, British cars were preferred for their superior workmanship and reliability, but they were not of the required horse-power for steep hills and rough going. There were a few enterprising firms, but taken as a whole the British motor industry was not doing anything like the export trade that lay within its grasp if it cared to make a bigger effort. In one European market, already full of possibility, and with still great promise ahead, namely, Spain, British cars are not being sold mainly because the makers do not give the commission offered by foreign rivals. Also, no effort is made to convert hostile propaganda based on the old, and quite untrue, "slogan," to the effect that "British cars won't take the hills."

British motor manufacturers need to look ahead. In England, the purchasing power for luxuries is going to shrink, and many private owners may be forced to retrench, if not to the extent of abandoning their cars, at least in the amount they use them, with consequent saving of running costs and extension of the life of the individual car. But big opportunities are open in the British Empire. What the Austin and Morris companies have done can be emulated by others.

Trade is there for those who will go out to seek it. But the search will have to be more thorough than it has been in the past. It is an old complaint that British manufacturers will not study local conditions, and so far, the motor industry has not done much to overcome that traditional failing. But there is a magnificent chance. The name of the British product stands so high that only a little more enterprise, a little closer attention to detail, are all that are needed to secure a vast and valuable body of trade. The work is urgently wanted at home, and can be secured, though the chance will not remain open for ever. Patriotism and profit should go hand in hand in this matter. The firm that can produce British cars suitable to the conditions of the tropical and sub-tropical countries of our Empire will at the same time be rendering important services to the nation and, we believe, reaping a rich harvest of profits for all concerned in the enterprise. There are many motorists, and would-be motorists, in the Colonies, the Overseas Dominions, and in friendly foreign countries who have seen what England can do in the production of reliable and well-equipped cars, and would be delighted to own such vehicles if only a few necessary alterations were made to meet conditions different from the smooth and level roads of the Home country.

DIPLOMACY MOVING TO NANKING.

The decision of the French Government to transfer its Legation from Peking to Nanking marks the beginning of the break-up of the famous Legation Quarter of the Manchou capital. The lead given by France will have to be followed by other nations, and it is to be hoped that Great Britain will not be the last to move. To have a Legation several days' journey from the site of the National Government is not the way to efficiency. There has been a natural hesitancy to move from the famous settlement in the North, for while FENG YU HEIANG and YEN HSI SHAN were still a serious menace to Nanking there was quite a possibility of the seat of Government once more returning to Peking. Now, however, it seems safe to assume that the present Government has established itself firmly, and some degree of continuity of policy may be expected.

Thirty years ago, the heroic defence of the Legations during the Boxer Rebellion focussed the attention of the world upon this citadel of Europe in China. For nearly six weeks the little garrison held out against desperate odds and in the end were relieved by a strong international expedition. Normally, life in the Quarter has been peaceful and uneventful, European diplomacy having adapted itself to the slow moving methods of old-world China. The Quarter was very self-contained, like the Concessions in other cities. But Imperial days have long passed and this form of somewhat isolated diplomacy has given place to a more strenuous régime. Sir Miles LAMBERT, Britain's able and energetic representative, who spends a great part of his time moving from one part of China to another, will probably welcome a change of official residence. At present the Nanking Consulate has to fulfil many of the duties of a Legation. When the transition is made it would also

riders in a number of leading foreign markets. At the recent Imperial Press Conference in London delegates from parts of the Empire, as different from each other as the little island of Malta (where there are 4,000 American

★ News and Views ★

The Prince's Film.

As a Christmas treat from the Prince of Wales the staffs of the Royal households were shown the film of his African tour. The film was screened on the evening of December 23, in the carriage hall of the Royal Palace, Buckingham Palace. Most of the film was taken by the Prince, and records the many exciting adventures of his party while on safari.

Britain's Aged Rulers.

The gibe that Mr. MacDonald has followed the example of other recent Prime Ministers and ignored the younger men has at least this justification—the present Cabinet is one of the oldest that has ever represented England. The average age is 61. It contains four septuagenarians in Lord Parmour, Lord Passfield, Mr. Lansbury and Lord Amulree. Eleven of its twenty members are over 60. In this respect it compares unfavourably with the last Conservative Cabinet, which, when Mr. Baldwin took office in 1924, had an average age of 54. Still more unfavourable is the comparison with the Asquith Cabinet of January, 1910, which at that time had an average age of 53.

Novelist "Strikes Oil!"

Miss Mary Borden, the novelist, who arrived at Southampton last month in the White Star liner Majestic after a dash to America in connection with the discovery of rich oil fields on land in which she is interested, said: "My husband, Brigadier-General Spears, and I received a cable from my brother, John Borden, stating that some land we had leased in Northern Michigan had proved to be a rich oil field. We sailed within a few hours, and on arrival, found three oil wells and two natural gas jets working at full pressure. A small company has been floated to develop the site, and we hope that it will turn up trumps. It certainly looks good, but you must not imagine we are now millionaires."

The Swastika.

The Hitlerite buglers in rather aggressively displaying the "swastika" or "fylot" as an emblem for their banners, have adopted anything but a strictly national device. The swastika has in its time been the most cosmopolitan of symbols, and no one is certain of its meaning. It is considered by some to be made up of four Greek capital "Gammias," and was called by earlier secret societies who used it "Gammadion." In the north it was held to symbolise the great cross-formed hammer of Thor, and is accordingly known as "Thor's hammer." It was a favourite decorative device in medieval bell foundries, and occurs frequently in prehistoric sculpture. There has been extensive use of the fylot in English heraldry. On the tomb of Bishop Bronescomb (1281) in Exeter Cathedral the fylot has its limbs alternately red and yellow. I well-known "Legs of Man" seem to have some connection with the same device, at least on the surface. Hitler's affection for this ancient cross is presumably explained by the Nordic associations which it acquired among many others.

Cheapest Christmas for 16 Years.

That the last was the cheapest Christmas since the beginning of the war was the general opinion expressed by buyers and managers in West End stores. In the price of turkeys, pheasants and other fare there was a drop of 2d. and 6d. per lb. compared with last year. Groceries were also cheaper. The 21 note bought far more presents than last Christmas, and there were more to choose from.

Shakespeare in Hebrew.

Shakespeare and other plays in Hebrew—this is one feature of the C. B. Cochran's latest managerial adventure. He is bringing to London the Habima Players, a group of actors and actresses from the Moscow Art Theatre, who achieved fame on the Continent and in the United States. Their repertory comprises "The Dybbuk," "The Golem," "Jacob's Dream," "The Eternal Jew," "As You Like It," and it was stated that they would also give "Twelfth Night."

Tragic Death of Canadian Society Woman.

The death, in tragic circumstances, is announced in Ottawa of Mrs. Frankford Rogers, a member of Canadian society, and one-time dancing partner of the Prince of Wales. Mrs. Rogers, the granddaughter of a former Premier of Ontario, shared in the immense estates of the Hardy and Rogers families, whose combined fortunes run into millions. Seeking relief from headache, she took two bichloride of mercury tablets, mistaking them for aspirin. She died in the Civic Hospital. On his last visit to Canada, the Prince of Wales was the guest of honour in the yacht Magdona, owned by Mrs. Rogers' uncle on a cruise to the Thousand Islands. Mrs. Rogers, then a Miss Hardy, was a member of the party on board.

"Widdicombe Fair."

A programme of English traditional songs would be incomplete without "Widdicombe Fair." This good old "Zumerzet" is one of the best items given by the Westminster Glee Singers, and one that is always asked for. It is sung by the company's bass hummer, Albert Greene, with a chorus of the other male characters, and special lighting effects. No matter which of their nightly changes of programme the company is presenting, there is always a request from someone or other handed in for "Widdicombe Fair." Its popularity is rivalled only by the noted glee, "The Bells of St. Michael's Tower," in which a remarkable chiming effect is secured. One of the favourite finales is "The Village Blacksmith," in which a hidden chorus achieves a delightful incidental humming tone. The company has made gramophone records of each of these items. "The Blue Danube," turned into a vocal waltz, is the finale of another of the programme, and "Because I Were Shy," "Sarey Green" and "I Married a Wife" are amongst the humorous items. Booking for the Hong Kong season, to commence next Monday in the Theatre Royal, opens at Montic's this morning.

★ Local Notes and Events ★

The Annual Burns Dinner, held by Hong Kong St. Andrew's Society, will be held in Lane, Crawford's restaurant on Saturday at 8 p.m.

A locally registered junk (No. T405H) which left Macao on the 5th instant with 1,040 sacks of cement valued at \$2,000 has been reported to the authorities as missing.

Miss Jovita Flores, the celebrated Filipino singer, who has been making a short visit to the Colony, delighted the members of the Filipino Club on Monday evening with a few of her songs, at a reception given to her at the Club House.

Near Swatow, at about 8 o'clock on Saturday night, the s.s. Hui-chow ran into a fishing junk, almost cutting it in two, and causing the craft to capsize. Five of the crew, who were rescued from the water, were brought into Hong Kong by the steamer on Monday.

For the 24 hours ended January 19, there were 2 cases (1 non-Chinese) of typhoid fever and 1 case of diphtheria. For the week ended January 17 there were 4 cases of diphtheria, 6 cases of enteric fever and 45 deaths from pulmonary tuberculosis.

Business of a purely formal nature came up for discussion at a meeting of the Sanitary Board yesterday.

The management of the Peninsula Hotel announces that their grill room on the 6th floor is now open for till from noon to 2.30 p.m. The dinner dances are held nightly, except Sundays, the price being 35 per head. Anyone can come in for dancing only at the very reasonable charge of \$1 per person.

Advice has been received by Messrs. Jardine, Matheson & Co., Ltd., that Mr. J. D. Wishart, third engineer of the s.s. Sul Sang, disappeared while the vessel was on its way from Hong Kong to Singapore last week. The ship is bound for Calcutta and will not be back here for some time. Mr. Wishart joined the Company about three months ago.

Looking Back 25 Years.

A Chinaman who entered the Supreme Court yesterday was surprised to find himself summarily ejected before he could take a seat. He was wearing a European cap and had his queue shaved, which could not fail to cause notice, and the watchful officer lost no time in compelling the unlucky sight to retire until he had acquired better manners. —Hong Kong Daily Press, January 21, 1906.

SUMMARY OF NEWS.

Local.

Felix Villas murder trial. Page 7.

Portuguese family troubles end in the Magistrate's Court. Page 7.

The Coroner's inquiry into the discovery of the body of a female child in the Public Gardens last November was continued at the Central Magistracy yesterday. Page 7.

At the Rotary luncheon held at Lane, Crawford's yesterday, Prof. J. L. Shollshear gave an interesting discourse on "The Scope of Anatomy." Page 9.

Motoring notes. Pages 2 & 3.

To-day's wireless programme. Page 4.

Shipping Intelligence. Page 15.

Sport.

Home football Cup re-play results and complete draw. Page 10.

A Selected XI. beat the Army by 8 goals to 1 in an Interport trial football game yesterday. Page 10.

Latest Cables.

A R.A.F. aeroplane collided with an angle in India, broke a wing and crashed, two of the occupants being killed. Page 6.

A Government investigator into conditions in Shensi Province declares that 400,000 persons were sold and enslaved there during the past few years. Page 9.

Speaking at the opening of the public session of the Council of the League of Nations, Mr. Arthur Henderson urged a bold approach to the problem of disarmament. Page 9.

The British Press generally agree that for good or ill the Round Table Conference has probably achieved more than even its authors anticipated. Page 6.

Hu Han Min, an influential member of the Chinese Government, has created a sensation in the capital by an unqualified declaration in favour of a silver loan to China from the United States of America. Page 9.

At a meeting of the Emergency Committee of the Master Cotton Spinners at Manchester it was unanimously recommended that members should limit production in view of the weavers' stoppage. Page 9.

Mr. Arthur Bassett, a director of the British-American Tobacco Co., in a scheme published in the Shanghai weekly Finance and Commerce for the stabilisation of silver, suggests that the war debts to the United States be partly paid in silver. Page 9.

The Captain of the England XI, playing against South Africa declared the innings closed with the score 223 runs for the loss of one wicket. South Africa commenced their second innings and had scored 77 runs for the loss of three wickets at the tea adjournment. Page 9.

At the tea adjournment. Page 10.

Looking Back 50 Years.

Another fire in Hong Kong has to be recorded, as notable for the disorderly circumstances cast on the Government as for the extent of property destroyed. A fire which would probably have been confined to half a dozen houses in any other civilised town, in Hong Kong swept before it upwards of seventy, and it is only owing to the fact that there was no wind to speak of that the conflagration did not move nearly as far in its extent. The memorable one of Christmas, 1879. It was between five and ten minutes past six when the alarm bell rang, and a lurid cloud of smoke over Taipingshan indicated the locality of the fire. Going towards it along Hollywood Road streams of Chinese were met carrying furniture and goods from the neighbouring houses, the burdens being protected by men following them with knives and short swords which they flourished about in a manner not at all agreeable to those near them. Forcing one's way through this confused throng, East street was reached, and here several houses on each side of the street were burning with great fury. The long period of dry weather we have experienced having rendered the timber almost as inflammable as matchwood. This was within a

Sports News

LOCAL FOOTBALL.

FIRST INTERPORT TRIAL GAME.

SELECTED XI. THE ARMY.

The first of the series of Interport Trial games was played yesterday on the Hong Kong F.C. ground before a fair number of spectators. Both teams made last minute changes, Hay and A. Duncan turning out for the Selected team in place of Oran and Lam Yuk Ying, while the Army turned out Williams and Lial in place of Henderson and Morgan. The line out was as under:—

The Army.—Joynson; Mullane; Williams, Lial, Eynon, Yeoman, Samson, Davies, Louden, McQuade, Ianson.

Selected XI.—Clarke; Li Tin Sang, Bishop, Hedley, Hay, A. Duncan, B. Gosano, Segalen, A. V. Gosano, Fung King Cheong, Ip Pak Wah.

Referee: Art. Bombr. Brown.

The play opened in favour of the XI, but some of the players were over-anxious. Segalen missing a sitter in the first minute of the game. Hedley pushed the ball along the line and B. Gosano centring from almost the goal line. Fung King Cheong headed into the net, giving Joynson no chance!

The Army took up the running on the right and Samson gave Clarke a hard shot to deal with. Later Clarke carried behind in clearing a shot from McQuade and during a scramble in the goal area, Bishop headed into his own goal with Clarke at the other side. Almost from the centre kick the ball was again in the net, A. V. Gosano heading in from a pass by Segalen. Joynson was penalised for over-carrying but the free kick was cleared. A. V. Gosano clipped the ball in for Segalen but he shot weakly and Joynson stopped the ball on the line and cleared. Samson lobbed the ball over. Clarke's head and Bishop cleared from the goal line. A centre by Ianson beat Clarke but Li Tin Sang cleared. Fung received close in from Ip Pak Wah and sent the ball into the net. The XI forced a corner and A. V. Gosano sent in, Joynson sending the ball up against the underside of the bar and the ball rebounded over the line. The Army went down and Li Tin Sang gave a corner to stop Ianson. The flag kick was well placed and Davies missed by inches only.

Half-time: Selected XI. 4, The Army 1.

The Army changed their wing men for the second half, Hughes for Ianson and Harris for Samson. In the first minute of the second half the XI added two goals. Ip was sent down this wing and from his centre A. V. Gosano slipped the ball to Fung who was unmarked and he shot into the net. Almost from the centre kick the ball was again in the net, Fung shooting hard against the upright and the ball rebounded across the goal into the net. Joynson came out to meet A. V. Gosano and was beaten with a well placed shot. The score was now seven to one in favour of the XI. Davies and Hughes missed good openings and Yeoman took a pot shot with a free kick twenty-five yards out but shot wide. Harris sent the ball on the crossbar and it rebounded out of play. In the last minute A. V. Gosano headed in from a centre by his brother and Joynson had no chance. The final whistle sounded with the score: Selected XI. 8, The Army 1.

RUGBY.

CLUB "A" v. NAVY "A."

The following will represent the Club "A" team:—

Back: S. J. H. Fox; Three-quarter: H. V. Koo, G. A. L. Plummer, I. A. Ross, W. D. Johnson; Half: Green, Prophet; Forwards: Mitford, J. H. McElaney, W. R. Andrews, W. Hartley, Cochrane, W. J. Kerr, J. B. Atkinson, Hobbs.

Referee: C. E. Holmes.

HOME FOOTBALL.

DECISIVE RESULTS IN CUP REPLAYS.

DRAW FOR FOURTH ROUND COMPLETE.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 19. Four replays in the F.A. Cup Competition were definitely decided to-day, extra time having to be called in one match.

Bradford City, who draw with Middlesbrough in their Third Round tie, advanced into the next round.

At Liverpool, Manchester United gained the decision over Stoke in the Fourth Round replay. Crystal Palace eliminated Reading after extra time at Stamford Bridge. At Villa Park, West Bromwich Albion qualified for the next round by defeating Charlton.

The following are the results:—

Bradford C. 2 Middlesbrough 1
Manchester U. 4 Stoke 1
Reading 0 Crystal P. 2
Charlton 1 West Brom. 3

* After extra time.

Saturday's Fixtures.

The draw for the Fourth Round, to be played on Saturday, January 24, is now complete and stands as follows:—

Crystal P. v. Everton.
Bradford C. v. Wolves.
Bury v. Exeter.
Leeds U. v. Newcastle.
Grimsby v. Manchester U.
Chelsea v. Arsenal.
Southport v. Blackpool.
Blackburn v. Bristol R.
Bradford v. Burnley.
Bolton v. Sunderland.
Sheffield U. v. Notts C.
West Brom. v. Tottenham.
Watford v. Brighton.
Brentford v. Portsmouth.
Barnsley v. Wednesday.
Birmingham v. Port Vale.

CANTON GOLF.

AMERICA WINS TRIANGULAR CONTEST.

England was defeated by America by 11 points to 1 in the triangular golf tournament played in Canton on January 9. E. R. Hill won the only point for England when he beat McNeary by 4 and 3 in the singles round. The scores were as follows:—

Singles.
Dugan beat Batchelor 3 and 2.
Sandstrom beat Watson 8 and 7.
McNeary lost to Hill 4 and 3.
Manning beat Annett 4 and 3.
Gilman beat Hunt 2 up.
Robertson beat Foster-Hall 1 up.

Doubles.
Dugan and Gilman beat Batchelor and Foster-Hall 4 and 3.
Sandstrom and McNeary beat Hill and Hunt 3 and 2.
Manning and Robertson beat Watson and Annett 2 up.
America thus won the tournament, having defeated Scotland in December by 8 points to 2.

INDIAN SCHOOL SPORTS.

The Ellis Kadoorie Indian School held their annual athletic sports on the I.R.C. ground, Soetendyck, yesterday, and as usual it turned out to be a great success.

There were races for every boy and the students entered into the affair with much enthusiasm. The senior championship was won by A. R. Khan, a promising young man, who will represent the school in the junior championship. The old boys' race provided plenty of amusement and was won by A. Jindor.

At the conclusion of the races, the headmaster, Mr. A. T. Hamilton, distributed the prizes to the winners.

TEST CRICKET.

ENGLAND XI. OPEN INNINGS.

DURBAN, Jan. 19. There was no tea interval in yesterday's play between South Africa and the England XI. Wyatt and Hammond opened for England, and at the close the score was 130 runs without the loss of a wicket.

Hammond played attractive cricket, scoring with strokes all round the wicket, and runs came pretty freely.

DURBAN, Jan. 20. In hot weather, before a small attendance and on a good wicket, play was resumed to-day.

Wyatt, who was bowled by Seidle, scored 64 runs. He was at the wickets for two hours and 50 minutes, and he hit three fours.

Hammond and Leyland, who were most enterprising, had scored 136 and 31, respectively, when play was adjourned for lunch, the total then being 223 for the loss of one wicket.

England Declares.

The Captain of the England XI declared the innings closed.

Hammond batted three hours and 40 minutes. He hit six fours.

Scores:—

South Africa—1st Innings.

L. J. Seidle, b. White 38
B. Mitchell, c. Duckworth, b. Tate 5
S. Curnow, c. Duckworth, b. Tate 2
H. W. Taylor, c. Duckworth, b. Tate 3
R. H. Catterall, b. White 11
H. B. Cameron, c. Tate, b. Tate 41
Deane, b. Tate 15
MacMillan, c. Wyatt, b. White 20
Vince, c. Duckworth, b. Tate 18
Quinn, b. Tate 3
Bell, not out 0
Extras 21

Total 177

Fall of wickets:—1 for 14, 2 for 23, 3 for 33, 4 for 51, 5 for 68, 6 for 113, 7 for 141, 8 for 161, 9 for 172, and 10 for 177.

Bowling Analysis.

Tate 27 13 33 2
Allom 25 4 44 0
Voice 29 2 3 58 5
White 16 0 21 3

England—1st Innings.

Wyatt, b. Seidle 54
Hammond, not out 138
Leyland, not out 31
Extras 2

Total (for 1 wkt.) 223

Bowling Analysis.

Bell 22 3 45 0
MacMillan 6 0 31 0

South Africa—2nd Innings.

Seidle, b. w. b. Tate 0
Curnow, c. Hammond, b. Tate 9
Voice 13
Mitchell, c. Chapman, b. Tate 13
White 7
Taylor, not out 7
Catterall, not out 15
Extras 16

Total (for 3 wks.) 77

FRENCH CABINET IN BALANCE.

OPPOSITE PAPERS PREDICT AN EARLY COLLAPSE.

Paris, January 13.—The fate of the Steeg Cabinet will tremble in balance during the next few days following the reassembling to-day of the Chamber and the return of the opposition to its attacks.

Several opposition papers in to-day's morning editions confidently predict that Premier Steeg will be rapidly thrown out though they fail to mention even a possible successor to the Premier, former Premier Tardieu being apparently out of the running at least for the next time to come. On the other hand, the pro-government organs insist that the Premier as well as his colleagues are fully aware of the nervousness and distrust sweeping through the country and are as fully prepared to cope with it.

Moreover, there are a number of influential members in both chambers including, it is said, former Premier Poincaré, who are strongly against another Cabinet change at this time. The budget has been passed which will not be the case before the end of March.

Public speculation is in the meantime focused on the Chamber's debate on the Oustier scandal and on whether the publication of the list of the 93 deputies allegedly involved in that affair.

HORRIBLE STREET MURDER.

NEW YORK GANGSTERS AGAIN.

As she walked out of her Brooklyn home on her way to church on December 22, Mrs. Eugenia Esposito of New York was riddled by bullets from a machine-gun.

Three gangsters had been waiting for her in a motor-car, their machine-gun ready. Mrs. Esposito's estranged husband has been detained for questioning, but denies all knowledge of the shooting. The dead woman was only 22 and the mother of two children.

Taken for a Ride.

The body of another gangster's victim, Dominis Tetta, was found under the stairs of a tenement. He had been "taken for a ride" after leaving a dance at a cousin's house. Glass beads spilled on the floor near the body suggested that a woman was present when he was shot.

Tetta was a victim of the Sicilian vendetta now going on in the underworld of New York.

Another murdered man, discovered by two aviators flying near Hicksville, Long Island, was identified as a burglar released recently after serving a term at Sing Sing.

A boy of 19 was taken for a ride in a car along the River Front and stabbed in the neck.

Police in Brooklyn have captured 16 reputed bandits. During the year there had been 300 killings in New York, but a number of these represent shootings of desperate criminals by police in street duels.

BRIGHTON PASTOR TAKES ACTION.

MAY ACT AS "COMMON INFORMER."

The Rev. Pitt Bonajee, minister of the Countess of Huntingdon Church, Brighton, who described Brighton as Babylon-on-Sea, last month asked the magistrates to grant an injunction preventing the law against the Sunday opening of cinemas being infringed.

He was informed it was a matter for the High Court and he should take legal advice.

"The real reason for my application was to point out the amount of Sunday desecration in Brighton. Surely there are higher and nobler things in life than attending cinemas on Sundays!" he said when interviewed by a London Pressman.

"In order to support my conviction to the utmost I am prepared to act as common informer in Brighton, but I should not, of course, claim the penalties prescribed by law."

Mr. Bonajee has been described as a coloured pastor. Actually he is a member of the highest Brahmin families in India. His equine was one of the founders and first presidents of the Indian National Congress.

ZARO RENEWS HIS YOUTH.

CLAIMS TO BE 156 YEARS OLD.

The vainest man in New York is Zaro Agha, that ancient Turk who stumps about the town claiming to be 156 years old. For the past century (roughly) he has been giving his reminiscences of the Napoleonic wars.

He gives the impression that he is rather scornful of that minor European guff of 1914-18.

The other day a big crowd collected outside a "beauty parlour" on Broadway. Inquiry revealed that it was none other than Napoleon's old enemy, Zaro Agha, who was being glorified. For over an hour the mummified features of this priceless antique were treated as though they belonged to a musical comedy actress. They were massaged, and creamed, and stimulated, and finally were buried under a pack. At least, one gathers that is what the women call it.

The deep trenches made by the creases of a century and half (alleged) were filled in. The crow's-feet and wrinkles to which Napoleon had contributed were softened, if not wiped out. The brown skin was changed to a dusky grey. Zaro came out looking like Faust after he had made his little bargain with Old Nick.

The old gentleman grinned delightedly when he saw his new face. He explained that in order to cut an impression in this modern world one must have not only a fund of anecdote, but a look young and handsome.

Drawing a new soft hat at a wicked slant over his right eye, he trotted off to the conquest of Broadway.

Like one of the dead leaves that are spinning in this December wind, Zaro is withered—but decidedly sprightly.

THREE EUROPEANS KILLED.

CAR'S MIDNIGHT PLUNGE INTO RIVER.

Medan, Jan. 2.—During New Year night a terrible accident occurred on the way from Pematang Siantar to Tobing Tinggi, in which three planters, a Sepituan, Robert Allan Douglas, a Swiss, Roland Schiess, and a German, S. Sieber, all from Si Boelna Estate, East Coast of Sumatra, lost their lives.

The three men had been celebrating the New Year in an hotel at Siantar and were on the way home to the estate when the driver apparently mistook the way when passing a bridge and crashed down into the river Sungai Bahapal.

Notwithstanding a careful search by hundreds of policemen, natives and others the bodies have not been found yet, as the river is heavily swollen. The car has been brought up and also the body of the tukang ayer of one of the men who was in the car.

\$400 GIFTS TO CHORUS GIRLS.

LOAN CLUB-LOSSES MADE GOOD.

There was good news for chorus girls and other players engaged at Drury Lane Theatre last month.

Weeks ago it was discovered that £405, which was to have been shared out by a loan club had disappeared, and, during a rehearsal of "Song of the Drum," Sir Alfred Butt announced that an anonymous donor had volunteered a gift of half the sum lost to the club.

The remainder had been made up by a gift of £125 by the Drury Lane Theatre Company and personal contributions by the directors and heads of staff.

Died on Eve of Share-out.

A few hours before the share-out of a Christmas club of which he was the secretary, Albert Romaine (56), a plumber, of Edward Street, Brighton, was found dead with throat wounds.

A note in the club books read: "Brain gone, 1 o'clock Sunday."

At the inquest when a verdict of "Suicide while of unsound mind" was returned, it was stated that the books were in complete order.

SINO-AMERICAN TRADE.

INCREASES REPORTED IN VARIOUS LINES.

Washington, Jan. 11.—Increased sales of machinery and electrical equipment as well as of iron, steel, tobacco, raw cotton and aeronautical equipment characterized commerce between the United States and China during 1930, according to a report published here to-day by the United States Department of Commerce.

The increased trade along certain lines was recorded notwithstanding the general decline in world trade, according to the annual review of Mr. Charles K. Moser, chief of the Far Eastern Division of the United States Department of Commerce.

In his report on Sino-American trade during 1930 Mr. Moser said that conditions in Manchuria improved slightly last year. However, he said that the necessity of giving much attention to military protection served to retard normal trade development. Mr. Moser said that military activities curtailed important public improvement projects.

Referring to the decline of silver values in world markets, Mr. Moser said that it was the outstanding development of the year as far as Sino-American trade was concerned. However, he said that he had noticed signs of price steadying in the silver markets.

Department of Commerce officials are hopeful that the coming year will see definite increases in trade between China and the United States.

MAIL AT U.S. CONSULATE.

Mail has been received at the American Consulate General for the following persons:—A. R. Bartlett, C. L. Boender, Mrs. M. E. Brent, S. Domingo, H. J. Eddo, H. C. Evans, Mrs. E. Garland, E. J. G. Gahen, Dr. E. R. Gahen, J. R. Gahen, A. H. Johnson, L. J. Lingle, A. H. Martin, A. M. Martin, L. de M. Matt, J. A. Mier, L. O. Moller, C. B. Oliverius, M. Oronshaw, H. A. Park, W. R. R. Sciffort, F. N. Shumaker, Dr. H. W. Wade, Wardley.

CAMP WORK FOR MILL GIRLS.

RESULT OF WOMEN'S INVESTIGATION.

Manchester.—The committee of five women invited by Miss Margaret Bondfield, the Minister of Labour, to investigate conditions in military camps and canteens with a view to reporting upon the suitability of canteen work for unemployed Lancashire mill girls, are preparing a joint report, which will be presented to the Minister of Labour.

Miss Emily Hootor, of Stalybridge, president of the Ashton and District Weavers' Association, who was one of the members of the committee, stated that the committee had visited the camps at Catterick, Salisbury, Aldershot, Chelsea, St. John's Wood, Wellington, and Halton (Bucks).

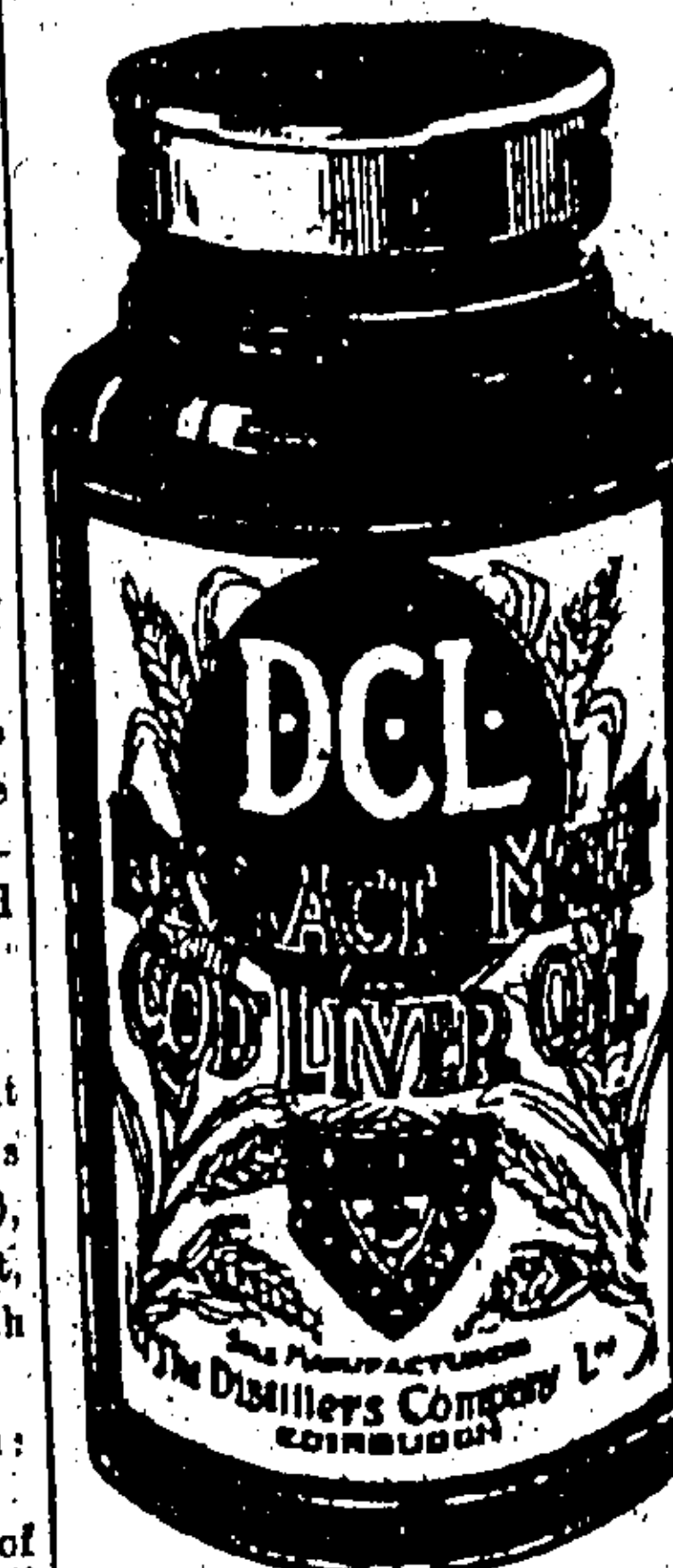
"At Catterick," said Miss Hootor, "about 200 girls are employed in the canteens, and there are from six to eight girls in each

canteen. We were given the fullest facilities for making any inquiries we desired from the girls. The members of the committee made their own individual inquiries, and we were not interfered with in any way whilst speaking to the girls. We even went to the extent of inspecting their bedrooms and bedding and asking personal questions.

Night in Girls' Hostel.

"At Aldershot, in order to become more fully acquainted with the conditions under which the girls live, three members of the committee, including myself, stayed the night at the girls' hostel, which is an up-to-date institution. It was all very interesting, and I should say that the visit has been worth while."

Miss Hootor added that she could not at present express an opinion on her visit, but after the joint report had been presented to Miss Bondfield, and had been dealt with, it was her intention to give the fullest possible information to the public on the result of her investigations. She said she considered it was essential that the Lancashire mill girls should know the full facts in order to guide them in taking situations in military camps.



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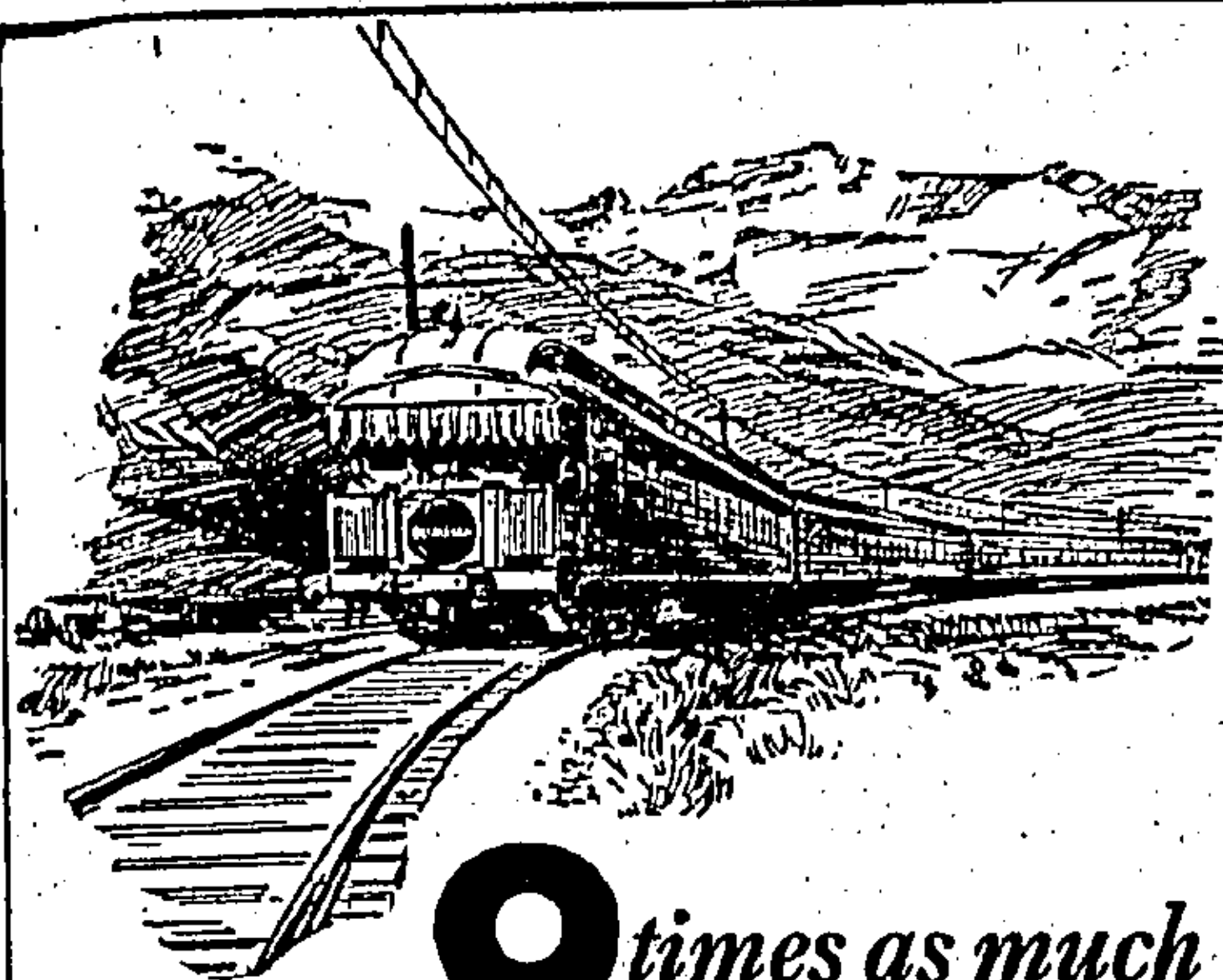
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RAILWAY TRAVEL IN ASIA MINOR.

THE THIRD-CLASS SCENE.

Even English and Continental trains have their incidental discomforts. Incidental discomforts in Turkey are quite another thing. Some of the railways there are owned and run by English people, and therefore, however acute may be the rage of the passenger at some detail of organisation, he can no longer put it down to the inefficiency of the foreigner—which would explain everything—but must attribute it to that of his own countrymen. The traveller in Turkey will have to grow accustomed to the anomaly of British-controlled railways with low platforms, crooked telegraph poles, and strangely accoutred guards. Having done that, he should find railway travel in Turkey rather entertaining.

There are three main railway routes in Asia Minor linked up to Stamboul by ferry from Scutari. The Bagdad line runs from Scutari through Afion to Konia, and Aleppo, the Angora line direct from Scutari, and the Smyrna line from Afion through Alashehr and Kasaba. An important branch runs south from Smyrna to Aidin. In recent years it has been customary to send some of the Egyptian mails from Turkey by rail over the Afion-Aleppo route and through Syria and Palestine, instead of shipping them all from Stamboul and Smyrna. This in itself implies a greater degree of efficiency in the running of the railways, and efficiency has been achieved without resort to the army, as has been done in Italy. Indeed, the most severe critic would be impressed with the adherence to time-tables—though he might reasonably complain of the bad springing of the coaches, which is made to seem worse by the roughly laid track. Trains run infrequently because there are few passengers, and "expresses" tend to crawl in consequence, again, of badly laid tracks and steep gradients on many routes. The stations, for the most part, are pleasantly built. In country districts they serve as a club, with the stationmaster as its omniscient head. His room, if any, is cool even at the hottest times of the day and is fragrant with flowers and rosewater.

An Eastern Gramophone Record.

The most interesting feature of railway travel in Turkey to the stranger is the travelling itself, not in the first or second-class compartments, monopolised by officials, merchants, officers, and clerks, but in the third, where he can see the real Turkish people who do not pretend to fit into the Western clothes they are obliged to wear. In the long corridor coaches with no partitions to block the view can be seen a most unusual and interesting collection of men—the women sit together in their own coaches. In one corner three young men, dressed rather better than their fellow-passengers, are laughing together, their teeth noticeably even with gold fillings. One asks a question. The others nod. In a moment all the passengers turn to the corner and smile or frown as they see a gramophone drawing out music from a record. The tune, high-pitched, monotonous, thin, the song of an Eastern pipe, comes strangely from the mechanical Western instrument which reproduces it. The music is interrupted by the sound of incessant chatter, and loud laughter coming from the far end of the coach, where a fat priest, dressed in the white habit of his orders, seeks to convince his companion that it is good to be alive. Next to him sprawls a soldier with untidy boots and coarse gaiters made of cloth, and filling the rest of the compartment are country folk, their caps made of imitation tiger skins and their shirts ending at the collar-band.

At a Small Junction.

The train has now stopped at a small junction, and the attention of all is drawn to the low platform. The centre of attraction is a small decrepit cart with a flat top, on which a charcoal fire grills choice morsels of meat, spiked together in groups of six or seven on wooden skewers. Some of the passengers bargain with the vendor, and, with a skewer in one hand and a chunk of bread in the other, enjoy a hasty lunch. Up and down the platform walk little boys, laden with tins of water in which bottles of minerals are being kept cool. They advertise their goods with shrill cries of "Gazous! Gazous!" A beaver woman enters the carriage. Her right side is paralysed and her foot drags along the floor among the torn rags of her filthy clothing. The priest gives her a coin; the others ignore her.

Motor car and bus are becoming increasingly popular as means of transport. At the present, however, the railways have no very serious competition to face from them, for on the other hand, there is a struggle to capture and keep the goods traffic. Firms who consider that railway rates are too high make their protest by sending goods down from the interior by camel.

TRANS-SIBERIAN TRAVEL.

EIGHT DAYS ON SHORT COMMONS.

AND A GOOD MEAL IN CHINA.

A correspondent writing in the North China Daily News, describes a recent journey across Siberia as follows:—

While the impression of the journey still remains very vivid it would be well to record a few notes that may be of general interest. We were able to start on the return journey to China on Saturday November 15, at 8.15 p.m. Peiping was reached on Friday, November 23, at 10.15 a.m. so that the journey from London to China was completed within a fortnight. Train was taken at Liverpool Street Station for Harwich and thence we crossed to the Hook of Holland.

Within twenty-four hours after leaving London we had left Berlin behind and we were speeding on to Warsaw and Moscow. Through Germany and across the frontier to Poland was the easiest part of the journey and especially as regards food. When we reached the eastern frontier of Poland bordering on Russia our troubles commenced.

Exchange Procedure.

At the frontier Russian railway station we change trains. Our baggage is taken to the customs house alongside the railway station and there very carefully scrutinized. For use in Russia we are requested to exchange sufficient to carry us to the Chinese frontier. The exchange is made at a fixed rate and a receipt is given. At the Chinese frontier they are prepared to exchange back at the fixed rate. Russian money is not allowed to be taken in or out of the country. Other foreign money has to be declared at the frontier and checked again on leaving the country.

When all is in order and we have been allotted our seats in the Russian train a start is made for Moscow which is reached on the fourth day about noon. We arrive before noon and do not leave again until six o'clock so that there is sufficient time to inspect the city.

Some of the party took the opportunity to make a tour but they returned very disappointed. There seemed to be little of interest to be found. The Kremlin was not open to the public. Most of the churches had been closed or put to a secular use. There were very few shops open as all goods had to be purchased at the government stores.

Queues for Food.

Outside the government stores there were long queues of people lined up waiting their turn. Food was rationed and each person could only draw the ration on presentation of the food card. This was the rule throughout the whole course of the journey through Russia and Siberia. The only food that the ordinary people were able to draw was bread, potatoes, carrots, and beet-root.

At the hotels in Moscow there was a great scarcity of food and also of fuel. In the day time there was no heat at all but a little was allowed at night. When we came through the ground was covered with snow and ice. One can imagine what the poor people had to put up with.

On the Trans-Siberian train it was a common sight to see some of the passengers come into the dining car and order a glass of tea. With the tea they would a parcel and took out a portion of black bread and this constituted their meal. Before the war when travelling through Siberia it seemed to be a land of plenty. At the railway stations the peasants brought the farm produce to sell to the travellers. The restaurants at the stations were loaded with supplies. To-day it is impossible to buy anything at the railway stations and there are no peasants with food supplies for sale. We found that the government claims three quarters of all farm produce. While the farmers have to make do with one quarter. Many of the poor people are covered in rags. The outer garments are made of a coarse sack-like material. We found the food supplied for the dining car very poor and terribly costly. Fortunately we had been forewarned and took along a supply of food for the journey.

A Meal in China.

When we reached the frontier and came to Chinese territory we all made a rush to the refreshment room and for the first time for eight days were able to enjoy a meal. We found an abundance of food that we could enjoy. China was a land flowing with milk and honey. We were truly full of

(Continued at foot of next column.)

"INSULTING AND FALSE HISTORY BOOK."

AUSTRALIA TURNS TABLES ON "BIG BILL" THOMPSON.

Melbourne, Dec. 4.—"Big Bill" Thompson, Mayor of Chicago, did not like British history books for American schoolchildren.

Now the tables have been turned on him, for an American modern history, which was adopted as the standard textbook in schools in the State of Victoria, has aroused the wrath of Australians, who declare it to be an insult to the Commonwealth.

The Australian Natives' Association, a national organization of Australian-born citizens, has protested that the book is "biased, untrue and insulting." The Victorian Minister of Education is threatened with opposition at the next election unless he gives orders for the book to be withdrawn immediately.

Two passages in the book which have aroused the ire of Australian as insults to British and Australian troops are:—

"The British collected a motley army, composed chiefly of colonial troops, and landed it on the tip of the Gallipoli Peninsula, close to the Dardanelles.

"The United States was the only great Power that fought in the war without demanding or even desiring territorial gains for herself. She should be credited with a loftiness of purpose and unselfishness that could rarely be matched in all history."

Protests have also been made against this book in America, and after seven years' use it was withdrawn from use in New York State schools.

NO PARROTS, NO DISEASE.

RESULT OF BAN ON IMPORTATION.

Since May 20, when the importation of parrots was prohibited, not a single fresh case of parrot disease (psittacosis) has been reported in Britain.

This striking fact is mentioned by Sir George Newman, Chief Medical Officer of the Ministry of Health, in a prefatory note to a report on investigations for the Ministry by Drs. E. L. Sturdee and W. M. Scott.

From a rare and obscure disease, psittacosis in 1929 became of world-wide interest, and 130 cases in human beings occurred between the beginning of 1930 and May 20, when the ban on the importation of parrots came into operation. This report shows that the old idea of its cause, infection by a microbe of a group which is notable in certain food poisoning cases, is wrong. The new view is that parrot disease is due to infection with an agency so small that it can pass through a porcelain filter.

Rare Opportunity.

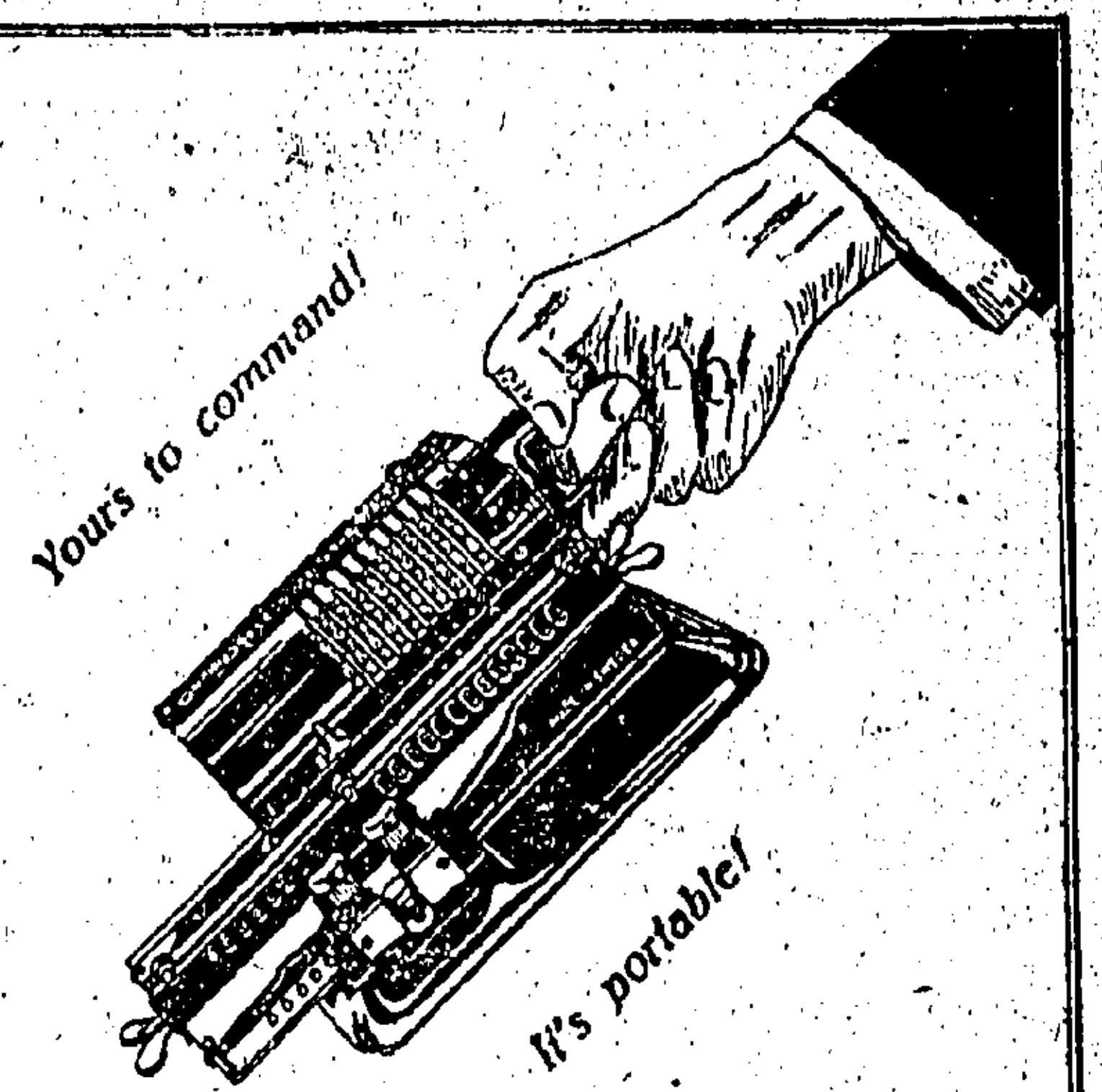
"A disease of this nature," says Sir George, "certainly calls for anxious and patient investigation, and the results so far achieved by the English workers are extremely timely, especially as the opportunity for a consideration of the problems involved is happily but a rare occurrence."

This mysterious disease has been successfully transmitted to other birds and animals—parakeets, hens, guinea pigs—but pigeons appeared to be resistant. All investigators have failed so far to grow it in artificial media, but a remarkable discovery has been made. In the virus were found minute bodies, singly and in pairs, and occasionally bacillary forms were seen. Whether they are the virus or not it is impossible yet to say.

Attempts to obtain an immunising serum are still being made.

For the people of Russia and Siberia. The condition of the peasant class is much worse than under the old régime.

On reaching Peiping we rested for a few days and then came on to Tientsin. It is now the depth of winter and travelling is out of the question. It is probable that we shall move our headquarters to Kalgan. It is easier to move out from Kalgan and there are always a number of officials who have just arrived from the interior with their merchandise and are waiting to effect an exchange. The administration for Mongolian affairs is also centred at Kalgan.



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GREAT BRITAIN'S POLICY IN INDIA.

(CONTINUED FROM PAGE 6)

Mr. MacDonald quoted the opinion of Japan, where, he said, there was a type of very great interest, especially in some of its aspects if not in all. Some conditions attached to the working of the constitution had been practically agreed to by the Conference, but he pointed out that many important outstanding matters, including the problems of the communities, and the various details of safeguarding this work, must not be left to the bureaucracy of either country.

He hoped that the British Parliamentary Parties would continue their co-operation in further negotiations and explorations, and appealed for the continuance of frank and candid expression of opinion.

He proposed to confer with the new Viceroy (Viscount Willingdon) immediately, as he was arriving in England in a few days, and agree to a plan for the continuance of the negotiations and the maintenance of personal contacts.

Mr. MacDonald then read the Government declaration and stated that in the view of the British Government responsibility for the Government of India should be placed upon the Legislatures, central and provincial, with such provisions as may be necessary to guarantee during the period of transition the observance of certain obligations and to meet other special circumstances; also, with such guarantees as were required by the minorities, to protect their political liberties and rights. (Cheers.)

In such statutory safeguards for meeting the needs of the transitional period, it would be the primary concern of His Majesty's Government to see that the reserved powers were so framed and exercised as not to prejudice the advance of India through the new constitution to full responsibility for her own Government. (Applause.)

Bi-Cameral Legislature.

His Majesty's Government, while making this declaration, is aware that some of the conditions essential to the working of such a constitution as is contemplated have not been finally settled, but it believes that as a result of the work done here they have been brought to a point which encourages the hope that further negotiations after this declaration will be successful. His Majesty's Government had taken note of the fact that the Conference's deliberations had proceeded on a basis accepted by all parties, that the central Government should be the federation of all India, embracing both the Indian States and British India in a bi-cameral legislature.

The precise form of the structure of the new Federal Government must be determined after further discussion with the Princes and representatives of British India.

The range of subjects to be committed to it would also require further discussion, because a Federal Government would have authority only in such matters as would be ceded by their rulers in the agreement made by them on entering into the Federation. (Cheers.)

Governor's Powers.

The connection of the States with the Federation will remain subject to the basic principle that in regard to all matters not ceded by them to the Federation, their relations shall be with the Crown, acting through the agency of the Viceroy. (Cheers.) With the legislatures constituted on a Federal basis, His Majesty's Government will be prepared to recognize the principle of responsibility of the executive toward the legislatures. Under the existing conditions subjects of defence and external affairs will be reserved to the Governor General and arrangements be made to place in his hands the powers necessary for the administration of those subjects. Moreover, as the Governor General must as a last resort be able in an emergency to maintain the tranquillity of the States and must similarly be responsible for the observance of the constitutional rights of minorities, he must be granted the necessary power for those purposes.

As regards finance, the transfer of financial responsibility must necessarily be subject to such conditions as will ensure the fulfilment of the obligations of the Secretary of State and the maintenance not be impaired of the financial stability and credit of India.

The report of the Federal Structure Committee indicates some ways of dealing with this subject, including a reserve bank, service of loans and an exchange policy which, in the view of His Majesty's Government, will have to be provided for somehow in the new constitution. It is of vital interest to all parties in India to accept these provisions to maintain the fiscal confidence.

Subject to these provisions the Indian Government would have full financial responsibility for the methods of raising revenue and the control of expenditure on non-reserved services.

This would mean that under the existing conditions a central legislature and executive would have some features of dualism which would have to be fitted into the constitutional structure. The provision of reserved powers was necessary in the circumstances, and some such reservation has indeed been incidental to the development of most free constitutions. But every care must be taken to prevent conditions arising which will necessitate their use. (Hear, hear.)

It is, for instance, undesirable that Ministers should trust to the special powers of the Governor General as a means of avoiding responsibilities which are properly their own, thus defeating the development of a responsible Government by bringing into use powers meant to lie in reserve and in the background.

Caste No Barrier.

The Governor's provinces will be constituted on the basis of full responsibility, and their Ministers will be taken out of the legislature and be jointly responsible to it. The range of provincial subjects will be so defined as to give them the greatest possible measure of self-government. The authority of the Federal Government shall be limited to the provisions required to secure its administration of federal subjects and discharge its responsibility for the subjects defined in the constitution as of an All-India concern.

There will be reserved to the Governor only that minimum of special powers which is required in order to secure in exceptional circumstances the preservation of tranquillity and the guarantee of the maintenance of rights provided by the statute for public services and the minorities.

Finally, His Majesty's Government considers the institution in the Provinces of a responsible Government requires both that the legislatures should be enlarged and based on a more liberal franchise. In framing the constitution His Majesty's Government considers it to be its duty to insert provisions guaranteeing to the various minorities, in addition to political representation, that differences of religion, race, sect, and caste shall not in themselves constitute civil disabilities.

Unsettled Points.

In the opinion of His Majesty's Government it is the duty of the communities to come to agreement amongst themselves on the points raised by the Minorities Sub-Committee, but not to be settled there. During the continuing of the negotiations such agreement ought to be reached and the Government will continue to render what good offices it can help to secure that end, as it is anxious not only that no delay should take place in putting the new constitution into operation, but should start with the goodwill and confidence of all communities concerned.

Various Sub-Committees which have been studying the more important principles of the constitution which would meet Indian conditions have surveyed a considerable part of the structure in detail and still unsettled points have been advanced a good way toward agreement.

Viceroy's Appeal.

His Majesty's Government, however, in view of the character of the Conference and the limited time at its disposal in London, deems it advisable to suspend work at this point so that Indian opinion may be consulted upon the work done and expedients considered for overcoming the difficulties which had been raised.

His Majesty's Government will consider without delay a plan whereby co-operation may be continued, so that the results of our completed work may be seen in the new Indian constitution. If the Government of India is to be a reality, it must be a reality of the Indian people.

As regards finance, the transfer of financial responsibility must necessarily be subject to such conditions as will ensure the fulfilment of the obligations of the Secretary of State and the maintenance not be impaired of the financial stability and credit of India.

The report of the Federal Structure Committee indicates some ways of dealing with this subject, including a reserve bank, service of loans and an exchange policy which, in the view of His Majesty's Government, will have to be provided for somehow in the new constitution. It is of vital interest to all parties in India to accept these provisions to maintain the fiscal confidence.

Subject to these provisions the Indian Government would have full financial responsibility for the methods of raising revenue and the control of expenditure on non-reserved services.

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It is, for instance, undesirable that Ministers should trust to the special powers of the Governor General as a means of avoiding responsibilities which are properly their own, thus defeating the development of a responsible Government by bringing into use powers meant to lie in reserve and in the background.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Hayes, Dollar, Jan. 25.
Pres. Fillmore, Dollar, Feb. 3.
Pres. Monroe, Dollar, Feb. 22.

AMOI.

Tainan, B. & S., Jan. 21.
Kumsang, Jardine's, Jan. 22.
Tjibadak, J.O.J.L., Jan. 22.
Haining, Douglas, Jan. 23.
Haiching, Douglas, Jan. 27.
Yuen-sang, Jardine's, Jan. 27.
Taiyuan, B. & S., Jan. 28.
Anking, B. & S., Feb. 1.
Namsang, Jardine's, Feb. 3.
Takada, B.I., Feb. 6.
Tilawa, B.I., Feb. 20.

ANTWERP.

Katori Maru, N.Y.K., Jan. 24.
Peru, Manners, Jan. 31.
Kashima Maru, N.Y.K., Feb. 7.
Perim, P. & O., Feb. 7.
Celtic Star, Dodwell's, Feb. 9.
Kashgar, P. & O., Feb. 14.
Yasukuni Maru, N.Y.K., Feb. 21.
Afrika, Manners, Feb. 23.
Ramses, Jelsen, Feb. 28.

AUSTRALIAN PORTS.

Kamo Maru, N.Y.K., Jan. 22.
Nellore, E. & A., Jan. 31.
Change, B. & S., Feb. 16.
Kitsano Maru, N.Y.K., Feb. 19.
Tanda, E. & A., Feb. 28.

BALTIC PORTS.

Peru, Manners, Jan. 31.
Afrika, Manners, Feb. 23.

BALTIMORE.

Forlebank, Bank, Jan. 31.
Helenus, B.F., Feb. 6.
Lossiabank, Bank, Feb. 11.

BANGKOK.

Kalgar, B. & S., Jan. 23.
Kiangsu, B. & S., Feb. 1.

BARCELONA.

Derflinger, Melchers, Feb. 7.

BOMBAY.

Pilsna, Dodwell's, Jan. 24.
Tottori Maru, N.Y.K., Jan. 27.
Yamagata Maru, N.Y.K., Jan. 30.
Comorin, P. & O., Jan. 31.
Kidderpore, P. & O., Feb. 4.
Carignano, Dodwell's, Feb. 8.
Iyo Maru, N.Y.K., Feb. 11.
Caravia, Dodwell's, Feb. 22.

BOSTON.

Pres. Hayes, Dollar, Jan. 25.
Malayan Prince, Furness, Jan. 29.
Forlebank, Bank, Jan. 31.
Atago Maru, N.Y.K., Feb. 4.
Helenus, B.F., Feb. 6.
Pres. Fillmore, Dollar, Feb. 8.
Lossiabank, Bank, Feb. 11.
Pres. Monroe, Dollar, Feb. 22.
Cingalese Prince, Furness, Feb. 24.

BREMEN.

Lahn, Melchers, Jan. 24/25.
Derflinger, Melchers, Feb. 7.
Havel, Melchers, Feb. 23.

BRINDISI.

Pilsna, Dodwell's, Jan. 24.
Carignano, Dodwell's, Feb. 8.
Caravia, Dodwell's, Feb. 22.

CALCUTTA.

Rangoon Maru, N.Y.K., Jan. 29.
Yamagata Maru, N.Y.K., Jan. 30.
Katsang, Jardine's, Feb. 2.
Takada, B.I., Feb. 6.
Nagato Maru, N.Y.K., Feb. 7.
Namsang, Jardine's, Feb. 14.
Takada, B.I., Feb. 25.
Namsang, Jardine's, Feb. 27.

CASABLANCA.

Philoctetes, B.F., Feb. 3.
Kashgar, P. & O., Feb. 14.

CEBU.

Helenus, B.F., Feb. 6.

CHEFOO.

Huichow, B. & S., Jan. 22.
Kueichow, B. & S., Feb. 3.

COLOMBO.

Sarpedon, B.F., Jan. 21.
Katori Maru, N.Y.K., Jan. 24.
Pilsna, Dodwell's, Jan. 24.
Pres. Hayes, Dollar, Jan. 25.
Tottori Maru, N.Y.K., Jan. 27.
Glenapp, Jardine's, Jan. 29.
Yamagata Maru, N.Y.K., Jan. 30.
Comorin, P. & O., Jan. 31.
Andre Lebon, M.M., Feb. 3.
Kidderpore, P. & O., Feb. 4.
Kashima Maru, N.Y.K., Feb. 7.
Perim, P. & O., Feb. 14.
Carignano, Dodwell's, Feb. 8.
Pres. Fillmore, Dollar, Feb. 8.
Iyo Maru, N.Y.K., Feb. 11.
Kashgar, P. & O., Feb. 14.
Delagoa Maru, N.Y.K., Feb. 15.
Patroclus, B.F., Feb. 16.
Porthos, M.M., Feb. 17.
Yasukuni Maru, N.Y.K., Feb. 21.
Caravia, Dodwell's, Feb. 22.
Pres. Monroe, Dollar, Feb. 22.

COPENHAGEN.

Peru, Manners, Jan. 31.
Afrika, Manners, Feb. 23.

DALNY.

Linan, B. & S., Jan. 23.
Antenor, B.F., Feb. 7.

DUTCH PORTS.

Sarpedon, B.F., Jan. 21.
Katori Maru, N.Y.K., Jan. 24.
Lahn, Melchers, Jan. 24/25.
Glenapp, Jardine's, Jan. 29.
Ceylon, Gilman's, Jan. 30.
Peru, Manners, Jan. 31.
Philoctetes, B.F., Feb. 3.
Derflinger, Melchers, Feb. 7.
Kashima Maru, N.Y.K., Feb. 7.
Perim, P. & O., Feb. 7.
Sauerland, Jelsen, Feb. 7.
Celtic Star, Dodwell's, Feb. 9.
City of Lille, Bank, Feb. 9.
Kashgar, P. & O., Feb. 14.

HONGKONG.

Yasukuni Maru, N.Y.K., Feb. 21.
Afrika, Manners, Feb. 23.
Havel, Melchers, Feb. 23.
Ramses, Jelsen, Feb. 28.
Shantung, Gilman's, Feb. 28.

FOOCHOW.

Huichow, B. & S., Jan. 22.
Haining, Douglas, Jan. 23.
Cheongshing, Jardine's, Jan. 25.
Haiching, Douglas, Jan. 27.
Chipsing, Jardine's, Feb. 8.

GENOA.

Mentor, B.F., Jan. 21.
Pilsna, Dodwell's, Jan. 24.
Pres. Hayes, Dollar, Jan. 25.
Haining, Douglas, Jan. 23.
Haiching, Douglas, Jan. 27.
Yuen-sang, Jardine's, Jan. 27.
Taiyuan, B. & S., Jan. 28.
Anking, B. & S., Feb. 1.
Namsang, Jardine's, Feb. 3.
Takada, B.I., Feb. 6.
Tilawa, B.I., Feb. 20.

GLASGOW.

Mentor, B.F., Jan. 21.
Sarpedon, B.F., Jan. 21.
Laomedon, B.F., Feb. 1.
Patroclus, B.F., Feb. 10.
Peleus, B.F., Feb. 20.

GOTHENBURG.

Ceylon, Gilman's, Jan. 30.
Shantung, Gilman's, Feb. 28.

HAIPHONG AND HOIHOW.

Kuingschow, B. & S., Jan. 29.
Anking, B. & S., Feb. 1.

HAMBURG.

Lahn, Melchers, Jan. 24/25.
Ceylon, Gilman's, Jan. 30.
Peru, Manners, Jan. 31.
Philoctetes, B.F., Feb. 3.
Derflinger, Melchers, Feb. 7.
Perim, P. & O., Feb. 7.
Sauerland, Jelsen, Feb. 7.
Celtic Star, Dodwell's, Feb. 9.
Afrika, Manners, Feb. 23.
Havel, Melchers, Feb. 23.
Ramses, Jelsen, Feb. 28.
Shantung, Gilman's, Feb. 28.

HARBOUR.

Mentor, B.F., Jan. 21.
Peru, Manners, Jan. 31.
Laomedon, B.F., Feb. 1.
Peleus, B.F., Feb. 20.
Afrika, Manners, Feb. 23.

HONOLULU.

Ginyo Maru, N.Y.K., Feb. 1.
Asama Maru, N.Y.K., Feb. 4.
Emp. of Australia, C.P.S., Feb. 17.
Taiyo Maru, N.Y.K., Feb. 19.

ILOILO.

Helenus, B.F., Feb. 6.

JAPAN PORTS.

Glenahiel, Jardine's, Jan. 21.
Kumsang, Jardine's, Jan. 22.
Shantung, Gilman's, Jan. 22.
Hakone Maru, N.Y.K., Jan. 24.
Eurylochus, B.F., Jan. 25.
Khiva, P. & O., Jan. 25.
Lyon, B.F., Jan. 25.
Havel, Melchers, Jan. 26.
Yuen-sang, Jardine's, Jan. 27.
Hakodate Maru, N.Y.K., Jan. 29.
Kaga Maru, N.Y.K., Jan. 29.
Ramses, Jelsen, Jan. 29.
Vanzila-L. Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Tyndarus, B.F., Jan. 31.
Alipore, P. & O., Feb. 1.
Ginyo Maru, N.Y.K., Feb. 1.
Glenahiel, Jardine's, Feb. 2.
Nippon, Gilman's, Feb. 2.
Chenoneaux, M.M., Feb. 3.
Namsang, Jardine's, Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Atago Maru, N.Y.K., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Machon, B.F., Feb. 6.
Tanda, E. & A., Feb. 6.
Takada, B.I., Feb. 6.
Leverkusen, Jelsen, Feb. 8.
Hikawa Maru, N.Y.K., Feb. 12.
Carnavanshire, Jardine's, Feb. 13.
Khyber, P. & O., Feb. 15.
Antolycus, B.F., Feb. 16.
Athos II, M.M., Feb. 17.
Emp. of Australia, C.P.S., Feb. 17.
Emp. of Asia, C.P.S., Feb. 18.
Rumacus, B.F., Feb. 19.
Taiyo Maru, N.Y.K., Feb. 19.
Sonali, P. & O., Feb. 20.
Tilawa, B.I., Feb. 20.
Alher, Melchers, Feb. 21.
Protetiahus, B.F., Feb. 21.
Heian Maru, N.Y.K., Feb. 26.
Rawalpindi, P. & O., Feb. 28.

KASHI.

Glenahiel, Jardine's, Jan. 21.
Kumsang, Jardine's, Jan. 22.
Shantung, Gilman's, Jan. 22.
Hakone Maru, N.Y.K., Jan. 24.
Eurylochus, B.F., Jan. 25.
Khiva, P. & O., Jan. 25.
Lyon, B.F., Jan. 25.
Havel, Melchers, Jan. 26.
Yuen-sang, Jardine's, Jan. 27.
Hakodate Maru, N.Y.K., Jan. 29.
Kaga Maru, N.Y.K., Jan. 29.
Ramses, Jelsen, Jan. 29.
Vanzila-L. Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Tyndarus, B.F., Jan. 31.
Alipore, P. & O., Feb. 1.
Ginyo Maru, N.Y.K., Feb. 1.
Glenahiel, Jardine's, Feb. 2.
Nippon, Gilman's, Feb. 2.
Chenoneaux, M.M., Feb. 3.
Namsang, Jardine's, Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Atago Maru, N.Y.K., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Machon, B.F., Feb. 6.
Tanda, E. & A., Feb. 6.
Takada, B.I., Feb. 6.
Leverkusen, Jelsen, Feb. 8.
Hikawa Maru, N.Y.K., Feb. 12.
Carnavanshire, Jardine's, Feb. 13.
Khyber, P. & O., Feb. 15.
Antolycus, B.F., Feb. 16.
Athos II, M.M., Feb. 17.
Emp. of Australia, C.P.S., Feb. 17.
Emp. of Asia, C.P.S., Feb. 18.
Rumacus, B.F., Feb. 19.
Taiyo Maru, N.Y.K., Feb. 19.
Sonali, P. & O., Feb. 20.
Tilawa, B.I., Feb. 20.
Alher, Melchers, Feb. 21.
Protetiahus, B.F., Feb. 21.
Heian Maru, N.Y.K., Feb. 26.
Rawalpindi, P. & O., Feb. 28.

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Kumsang, Jardine's, Jan. 22.
Shantung, Gilman's, Jan. 22.
Hakone Maru, N.Y.K., Jan. 24.
Eurylochus, B.F., Jan. 25.
Khiva, P. & O., Jan. 25.
Lyon, B.F., Jan. 25.
Havel, Melchers, Jan. 26.
Yuen-sang, Jardine's, Jan. 27.
Hakodate Maru, N.Y.K., Jan. 29.
Kaga Maru, N.Y.K., Jan. 29.
Ramses, Jelsen, Jan. 29.
Vanzila-L. Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Tyndarus, B.F., Jan. 31.
Alipore, P. & O., Feb. 1.
Ginyo Maru, N.Y.K., Feb. 1.
Glenahiel, Jardine's, Feb. 2.
Nippon, Gilman's, Feb. 2.
Chenoneaux, M.M., Feb. 3.
Namsang, Jardine's, Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Atago Maru, N.Y.K., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Machon, B.F., Feb. 6.
Tanda, E. & A., Feb. 6.
Takada, B.I., Feb. 6.
Leverkusen, Jelsen, Feb. 8.
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Havel, Melchers, Jan. 26.
Yuen-sang, Jardine's, Jan. 27.
Hakodate Maru, N.Y.K., Jan. 29.
Kaga Maru, N.Y.K., Jan. 29.
Ramses, Jelsen, Jan. 29.
Vanzila-L. Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Tyndarus, B.F., Jan. 31.
Alipore, P. & O., Feb. 1.
Ginyo Maru, N.Y.K., Feb. 1.
Glenahiel, Jardine's, Feb. 2.
Nippon, Gilman's, Feb. 2.
Chenoneaux, M.M., Feb. 3.
Namsang, Jardine's, Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Atago Maru, N.Y.K., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Machon, B.F., Feb. 6.
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Yuen-sang, Jardine's, Jan. 27.
Hakodate Maru, N.Y.K., Jan. 29.
Kaga Maru, N.Y.K., Jan. 29.
Ramses, Jelsen, Jan. 29.
Vanzila-L. Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Tyndarus, B.F., Jan. 31.
Alipore, P. & O., Feb. 1.
Ginyo Maru, N.Y.K., Feb. 1.
Glenahiel, Jardine's, Feb. 2.
Nippon, Gilman's, Feb. 2.
Chenoneaux, M.M., Feb. 3.
Namsang, Jardine's, Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Atago Maru, N.Y.K., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Machon, B.F., Feb. 6.
Tanda, E. & A., Feb. 6.
Takada, B.I., Feb. 6.
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Emp. of Asia, C.P.S., Feb. 18.
Rumacus, B.F., Feb. 19.
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Sonali, P. & O., Feb. 20.
Tilawa, B.I., Feb. 20.
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Rawalpindi, P. & O., Feb. 28.

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Havel, Melchers, Jan. 26.
Yuen-sang, Jardine's, Jan. 27.
Hakodate Maru, N.Y.K., Jan. 29.
Kaga Maru, N.Y.K., Jan. 29.
Ramses, Jelsen, Jan. 29.
Vanzila-L. Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Tyndarus, B.F., Jan. 31.
Alipore, P. & O., Feb. 1.
Ginyo Maru, N.Y.K., Feb. 1.
Glenahiel, Jardine's, Feb. 2.
Nippon, Gilman's, Feb. 2.
Chenoneaux, M.M., Feb. 3.
Namsang, Jardine's, Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Atago Maru, N.Y.K., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Machon, B.F., Feb. 6.
Tanda, E. & A., Feb. 6.
Takada, B.I., Feb. 6.
Leverkusen, Jelsen, Feb. 8.
Hikawa Maru, N.Y.K., Feb. 12.
Carnavanshire, Jardine's, Feb. 13.
Khyber, P. & O., Feb. 15.
Antolycus, B.F., Feb. 16.
Athos II, M.M., Feb. 17.
Emp. of Australia, C.P.S., Feb. 17.
Emp. of Asia, C.P.S., Feb. 18.
Rumacus, B.F., Feb. 19.
Taiyo Maru, N.Y.K., Feb. 19.
Sonali, P. & O., Feb. 20.
Tilawa, B.I., Feb. 20.
Alher, Melchers, Feb. 21.
Protetiahus, B.F., Feb. 21.
Heian Maru, N.Y.K., Feb. 26.
Rawalpindi, P. & O., Feb. 28.

KASHI.

Glenahiel, Jardine's, Jan. 21.
Kumsang, Jardine

CONSIGNEE NOTICES

NOTICE TO CONSIGNEES
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co's Vessel
"AUTOMEDON"
FROM UNITED KINGDOM
Via SINGAPORE
are hereby notified that their Cargo will
be discharged into Holt's Wharf, Kow-
loon, where it will be at Consignees'
risk and subject to Terms and Condi-
tions of Storage at Holt's Wharf. The
Cargo will be ready for Delivery from
Godown on and after 19th January.
Optional Cargo will not be landed
here, unless Notice has been given prior
to Vessel's arrival, and carried on from
port to port to the final port of call to
which the option extends.
All broken, chafed and damaged Goods
are to be left in the Godowns, where
they will be examined on any Tuesdays
and Fridays between the hours of
10.45 a.m. and Noon within the Free
Storage period.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after 25th
January, 1931, will be subject to Rent.
All Claims against the Vessel must
be presented to the Undersigned on or
before the 9th February, 1931, or they
will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
19th January, 1931. [213]

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM
DUNKIRK, ANTWERP, BREMEN,
HAMBURG, ROTTERDAM AND
MARSEILLES.

THE Steamship
"CITY OF WELLINGTON"
having arrived, Consignees of Cargo by
her are informed that all Goods are
being landed at their risk into the
hazardous and/or extra-hazardous God-
owns of Holt's Wharf, whence Delivery
may be obtained.
No Claim will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after 25th
January, 1931, will be subject to Rent.
All Claims against the Vessel must
be presented to the Undersigned on or
before 1st February, 1931, or they will
not be recognised.
All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the hours
of 10.45 a.m. and Noon, within the Free
Storage period of One Week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
Agents.
Hong Kong, 19th Jan., 1931. [215]

"CIEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA
PORTS.

THE Motor Vessel

"GLENGARRY"

having arrived from the above Ports,
Consignees of Cargo by her are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hong Kong and Kowloon Wharf and
Godown Company, Limited, whence
Delivery may be obtained.
Goods not cleared by the 25th Janu-
ary, 1931, at Noon, will be subject to
Rent.
All broken, chafed and damaged
Packages are to be left in the Godowns
where they will be examined in the
presence of Consignees by Messrs.
Goddard & Douglas, on 24th January,
1931, at 10 a.m. Claims against the
Vessel including those for Cargo short-
delivered must be presented on the
Special Form provided, and must also
be submitted within 30 days of arrival,
otherwise they will not be recognised.
No Fire Insurance will be effected
by us in any case whatever.
Bills of Lading will be countersigned
by
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hong Kong, 19th Jan., 1931. [214]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS.

LIMITED.

FROM LEITH, MIDDLESBRO',
ANTWERP, LONDON
AND STRAITS.

The Steamship

"BENALDER"

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hong Kong and Kowloon Wharf and
Godown Co., Ltd., whence and/or from
the wharves Delivery may be obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
25th instant, will be subject to Rent.
All Claims against the Vessel must
be presented to the Undersigned on or
before the 8th February, 1931, or they
will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
GIBB, LIVINGSTON & Co., Ltd.,
Agents.
Hong Kong, 19th Jan., 1931. [212]

DAILY SHARE QUOTATIONS

HONG KONG STOCK
EXCHANGE.

SHAREBROKERS'
ASSOCIATION.

TUESDAY,
JANUARY 20.

Buyers Sellers Sales Nominal

Buyers Sellers Sales Nominal

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FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their tele-
graphic address at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded
"via Siberia" if so superscribed.

INWARD MAILS.

FROM	PER	DUE
Calcutta and Straits	Kamsang	21st Jan.
Straits	Oremer	21st Jan.
JAPAN	Kamo Maru	21st Jan.
SEANGHAI and SWATOW	Boochow	22nd Jan.
SEANGHAI via NEGAPATAM (Letters and Papers, London 25th Dec. 1930)	Hakone Maru	23rd Jan.
JAPAN and SEANGHAI	Katori Maru	23rd Jan.
U.S.A., HONOLULU, JAPAN and SEANGHAI (San Francisco, 26th Dec., 1931)	Pres. Jackson	24th Jan.
SEANGHAI	Tihsung	24th Jan.
JAPAN and AMOY	Pres. Jackson	24th Jan.
MANILA	Empress of Asia	25th Jan.
U.S.A., HONOLULU, JAPAN and SEANGHAI (Vancouver, B.C. 3rd Jan.)	Pres. Taft	25th Jan.
U.S.A., HONOLULU, JAPAN and SEANGHAI (San Francisco, 2nd January)	Ginga Maru	27th Jan.
JAPAN	Tykimbang	27th Jan.
AMOI	Tykimbang	28th Jan.
JAVA and MANILA	Tykimbang	31st Jan.
JAVA	Tykimbang	31st Jan.
AUSTRALIA and MANILA	Tanda	4th Feb.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes
earlier than the time given below unless otherwise stated, and
where mails are advertised to close at or before 9 a.m. registered
and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE AND TIME
Java via Sourabaya	Steel Engineer	Wednesday, 21st, 10.30 a.m.
Fort Bayard	Wing Wo	Noon
Amoy and Formosa	India Maru	2.30 p.m.
Straits	Monitor	2.30 p.m.
Amoy	Am Sam	5.00 p.m.

FOR	PER	DATE AND TIME
Pakhoi and Haiphong	Changkiang	Thursday, 22nd, 8.30 a.m.
Hoiboh, Pakhoi and Haiphong	Menao Maru	8.30 a.m.
Manila, Australia and New Zealand via Thursday Island - due Thursday	Kamo Maru	Reg. 8.45 a.m.
Swatow	Hydrangas	Letters 9.30 a.m. 3.00 p.m.
Amoy	Twinan	3.00 p.m.
Foochow	Huichow	5.00 p.m.

FOR	PER	DATE AND TIME
Swatow, Amoy and Foochow	Hai Ning	Friday, 23rd, 2.00 p.m.
Shanghai, Japan and *EUROPE via Siberia	Hakone Maru	3.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and *EUROPE via Marseilles - due Marseilles, 22nd Feb.	Katori Maru	Kowloon P.O. Reg. 4.30 p.m. Let. 24th 9.00 a.m. G.P.O. Reg. 24th 8.45 a.m. Letters 9.30 a.m.

FOR	PER	DATE AND TIME
*Swatow and Foochow	Cheongshing	Saturday, 24th, 5.00 p.m.
Bangkok via Swatow	Kalgan	Sunday, 25th, 9.00 a.m.
Swatow, Amoy and Formosa	Honan Maru	9.00 a.m.

FOR	PER	DATE AND TIME
Japan, Honolulu, *Canada, U.S.A., U. and S. America, and *EUROPE via San Francisco - due San Francisco, 18th February	Pres. Jackson	Parcels 2.00 p.m. Reg. 4.15 p.m. Letters 5.00 p.m.
Shanghai and *EUROPE via Siberia	Pres. Jackson	Letters 6.00 p.m.
Amoy	Yuenang	5.00 p.m.

FOR	PER	DATE AND TIME
Swatow, Amoy and Foochow	Haiching	Tuesday, 27th, 1.00 p.m.
Swatow	Hangang	5.00 p.m.

FOR	PER	DATE AND TIME
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and *EUROPE via Marseilles - due Mar- seilles, 27th February	Omorin	Friday, 30th, Kowloon P.O. Reg. 4.30 p.m. Let. 31st 9.00 a.m. Letters 10.00 a.m. G.P.O. Par. 30th 5.00 p.m. Reg. 31st 8.45 a.m. Letters 10.30 a.m.

FOR	PER	DATE AND TIME
Japan	Ginga Maru	Saturday, 31st, 5.00 p.m.
Sandakan	Yuenang	FEBRUARY - Sunday, 1st, 9.00 a.m.
Shanghai, Japan, Honolulu and *San Francisco - due San Francisco, 25th Feb. and *EUROPE via Siberia	Asama Maru	Tuesday, 3rd, Reg. 5.00 p.m. Wednesday, 4th, Letters 8.30 a.m.

FOR	PER	DATE AND TIME
Shanghai, Japan, Canada, U.S.A., U. and S. America and *EUROPE via Van- couver, B.C. - due Vancouver, B.C., 20th Feb. and *EUROPE via Siberia	Emp. of Japan	Wednesday, 4th, Parcels 6.00 p.m. Thursday, 5th, Reg. 9.15 a.m. Letters 10.00 a.m.

*Superscribed correspondence only.

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YOU WON'T WRITE

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a *Weekly Press* while he is away?
Let us have his Address, and send
us \$8.00 and we will send the
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China Overland Trade Report

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Weekly Trans-Pacific Service

To San Francisco and Los Angeles 10 Seattle and Victoria.
The Sunshine Belt via Honolulu The Short, Straight Route to America
Fortnightly sailings on Tuesdays
Pros. Jackson Tues., Jan. 27, 1 a.m. Pros. Taft Tues., Feb. 9
Pros. McKinley Tues., Feb. 10 Pros. Jefferson Tues., Feb. 17
Pros. Grant Tues., Feb. 24 Pros. Lincoln Tues., Mar. 3

\$120, \$112 Special through rates to Europe via United States. Direct
connections with all Atlantic lines. Choice of rail lines
across United States and Canada, liberal stop-over privileges for sight-seeing.

ROUND TRIP FARE TO EUROPE

From HONG KONG to NAPLES £162. 5. Od.
" " " MARSEILLES £161. 0. Od.
" " " LONDON £169. 15. Od.
Full particulars upon application.

Europe and New York Direct

ROUND THE WORLD

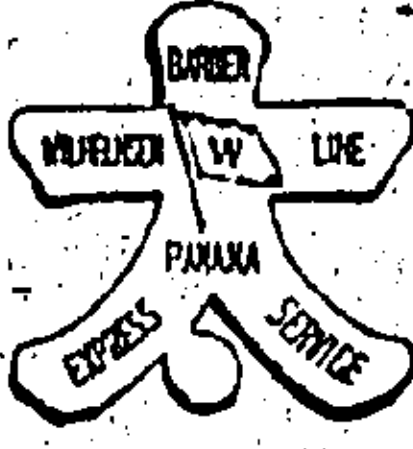
Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria,
Naples, Genoa, Marseilles, New York and Boston.

Pros. Hayes Sun., Jan. 25, 8 a.m. Pros. Monroe Sun., Feb. 22, 8 a.m.
Pros. Fillmore Sun., Feb. 8, 8 a.m. Pros. Van Buren Sun., Mar. 8, 8 a.m.

To Manila

Pros. Taft Jan. 27, 6 p.m. Pros. Jefferson Feb. 10, 6 p.m.
Pros. McKinley Jan. 31, 6 p.m. Pros. Grant Feb. 14, 6 p.m.

CANTON BRANCH - 4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINEBARBER
WILHELMSEN
LINE.

THE PREMIER ALL WATER ROUTE TO NEW YORK
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Passengers desiring to travel by this interesting route
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Order for the
Weekly Press to
be sent to your
Address for

THREE MONTHS \$4.00
SIX MONTHS \$8.00
TWELVE MONTHS \$16.00

11, Ice House Street.

The R.M.S. Empress of Asia, ar-
rived at Kobe on January 19 at 5
p.m. left yesterday at 6 a.m., is
due at Nagasaki to-day at 6 a.m.
She will leave Nagasaki this after-
noon at 2 p.m.

The R.M.S. Empress of Australia
(Round-the-World cruise) arrived
at Colombo yesterday at 7 a.m.,
leaves Colombo on the 24th instant
at 6 p.m., is due at Padang on the
25th instant at 6 a.m. and left the
same day at 7 p.m.

SERVICES CONTRACTUELS DES

MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "FOETHOS"

ARRIVED HONG KONG ON
TUESDAY, THE 20th JAN., 1931.

FROM MARSEILLES, etc.

CONSIGNEES of Cargo by the
above-named Steamer are hereby
informed that their Goods with the
exception of Opium, Transits and Valu-
ables are being landed and placed at
their risk in the Godowns of the Hong
Kong and Kowloon Wharf and Godown
Co., Ltd., Kowloon, whence Delivery can
be obtained as the Goods are landed.
Goods not cleared within 7 days, in-
cluding date of arrival, will be subject to
Rent.

All Claims must be sent to the Undersigned
before Thursday, the 29th Jan.,
1931, or they will not be recognised.
Damaged Packages must be left in
the Godowns for examination by the
Consignees, and the Company's Sur-
veyor, Messrs. Goddard & Douglas, at
10 a.m. on Monday, the 26th January.

No Claims will be admitted after the
Goods have left the Godowns.
No Fire Insurance will be effected by
us in any case whatever.

R. OHL,
Agent.
Hong Kong, 20th Jan., 1931. [221]

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TSINGTAO...	"SINKIANG"	On 21st Jan., 8 a.m.
AMOI & SHANGHAI	"TSINAN"	On 21st Jan., 5 p.m.
FOOCHOW, SHANGHAI, OHKHO...	"HUICHOW"	On 22nd Jan., Noon
TSINGTAO & SHANGHAI	"CHERKANG"	On 23rd Jan., 8 a.m.
SWATOW, SHANGHAI & TSINGTAO...	"SOOCHOW"	On 25th Jan., 8 a.m.
SWATOW & SHANGHAI	"KALGAN"	On 25th Jan., 11 a.m.
SHANGHAI & DALNY	"LINAN"	On 26th Jan., 5 p.m.
SWATOW, SHANGHAI & TSINGTAO...	"SUNNING"	On 27th Jan., 8 a.m.
AMOI & SHANGHAI	"TAIKUAN"	On 28th Jan., 5 p.m.
SWATOW & SHANGHAI	"KWANGTUNG"	On 29th Jan., 11 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 30th Jan., Noon
SWATOW, SHANGHAI & TSINGTAO...	"SHANTUNG"	On 1st Feb., 8 a.m.
SWATOW & SHANGHAI	"KIANGSU"	On 1st Feb., 11 a.m.
AMOI, SWATOW, HOIHOW & SHANGHAI	"ANKING"	On 1st Feb., 5 p.m.
SWATOW, SHANGHAI, OHKHO...	"KUIHCHOW"	On 3rd Feb., 8 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**
 Agents,
 Telephone 30331.
 CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Saturday 3rd, Tuesday 7th, Thursday 10th, Saturday 13th, Monday 16th, Wednesday 19th, Friday 21st, Sunday 24th, Tuesday 27th, Thursday 30th, Saturday 31st.

BRITISH STEAMERS: CHANGTE - TAIPING (out)
 FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
 ELECTRIC LAUNDRY, BARBER SHOP, SURGEON AND STEWARDESS CARRIED.
 Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.
 FIRST CLASS FARE TO SYDNEY, 65 RETURN
 LONDON (via Australia) from £141/10/-
 (Australian Newspapers on file)

STEAMER	Days Hong Kong	Days Hong Kong	Days Hong Kong	Days Hong Kong
CHANGTE	18th Feb.	16th Feb.	27th Feb.	15th Mar.
TAIPING	13th Mar.	12th Mar.	23rd Mar.	10th Apr.
CHANGTE	14th Apr.	13th Apr.	24th Apr.	11th May
TAIPING	12th May	11th May	22nd May	9th Jun.

AUSTRALIAN-ORIENTAL LINE, LIMITED
 BUTTERFIELD & SWIRE Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "PERU"

on or about 31st JANUARY
 For PORT SAID, MARSEILLES, HAVRE, ANTWERP,
 ROTTERDAM, AMSTERDAM, HAMBURG,
 COPENHAGEN AND OTHER SCANDINAVIAN
 & BALTIC PORTS.

SAILING LIST.

Other Sailings—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Peru"	24th Jan.	31st Jan.
M.S. "Africa"	28th Feb.	28th Feb.
M.S. "Malaya"	28th Mar.	28th March
M.S. "Danmark"	28th Mar.	27th April
M.S. "Java"	28th April	28th May
M.S. "Asia"	28th May	28th June

Optional Bills of Lading issued to United Kingdom Ports.
 For further particulars, please apply to:—

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MALAYAN PRINCE ... January 29th
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Excellent Accommodation for a Limited Number of Passengers at
 Moderate Rates.

Fare—Hong Kong to Naples.....£58

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Regular Monthly Fast Freight Steamers
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S.S. "CELTIC STAR"

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For Freight and Further Information, Apply to—

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT

STATION	JANUARY 19, 1931.										JANUARY 20, 1931.									
	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level	Barometer at Sea Level
Wladivostok...	12	30.02	762.4	4	...	NNE	4	b	...	30.19	762.7	12	...	N	2	b	...	...	...	...
Nemuro...	11	30.70	754.5	...	...	NNE	1	...	...	29.97	755.5	...	...	N	1	...	...	...	...	...
Hakodate...	...	29.74	755.5	...	...	...	...	...	...	29.89	754.0	...	...	N	...	...	...	...	...	...
Tokio...	...	29.93	764.0	...	...	E	1	...	...	29.80	757.0	...	...	N	0	...	...	...	...	...
Kochi...	...	29.93	760.0	...	...	NW	3	...	...	30.00	763.0	...	...	N	0	...	...	...	...	...
Nagasaki...	...	30.06	768.5	...	...	NW	2	...	...	30.08	764.0	...	...	N	3	...	...	...	...	...
Kagoshima...	...	30.02	762.5	...	...	NW	2	...	...	30.12	765.0	...	...	NW	1	...	...	...	...	...
Oshima...	...	30.08	764.0	...	...	N	3	...	...	30.16	766.0	...	...	NW	1	...	...	...	...	...
Naha...	...	30.18	768.5	...	...	NNE	2	...	...	30.18	768.0	...	...	NNE	1	...	...	...	...	...
Ishigakijima...	...	29.78	755.5	...	...	NW	1	...	...	30.00	763.0	...	...	N	1	...	...	...	...	...
Bonin Island...	...	29.35	760.7	44	...	NW	4	...	...	30.83	770.4	24	...	NNE	6	b	...	...	...	...
Shanghai...	15	30.15	765.8	54	8	WSW	2	b	...	30.18	766.6	83	1	NNW	2	b	...	...	...	...
Guangzhou...	14	30.19	768.8	49	...	SW	2	b	...	30.23	767.0	42	...	SSW	2	b	...	...	...	...
Wenchow...	...	30.21	767.4	49	6	S	2	b	...	30.28	767.9	48	6	SSW	2	b	...	...	...	...
Foochow...	...	30.09	764.5	66	6	E	2	b	...	30.12	765.0	47	6	ENE	2	b	...	...	...	...
Amoy...	...	30.08	764.0	62	6	E	2	b	...	30.09	764.4	48	6	ENE	2	b	...	...	...	...
Swatow...	...	30.07	763.8	60	...	E	1	b	...	30.12	765.0	49	...	ENE	2	b	...	...	...	...
Taihou...	11	30.17	766.2	74	...	ENE	2	...	...	30.12	764.9	43	...	ENE	2	b	...	...	...	...
Taihou...	...	30.15	765.7	63	...	...	0	b	...	30.09	768.9	68	...	NNE	2	b	...	...	...	...
Yunnan...	...	...	...	...	...	...	...	...	...	30.03	767.7	63	...	ENE	2	b	...	...	...	...
Kashan...	...	...	...	...	...	...	...	...	...	30.09	764.2	58	...	N	2	b	...	...	...	...
Pescadore...	...	...	...	...	...	...	...	...	...	30.04	768.0	58	6	ENE	4	c	...	...	...	...
Hong Kong...	14	30.10	764.5	65	7	ESE	3	b	...	30.05	768.3	63	7	ENE	4	c	...	...	...	...
Gap Rock...	...	30.10	764.5	63	7	ENE	4	b	...	30.01	762.1	58	6	NE	4	c	...	...	...	...
Macao...	...	30.07	768.9	63	6	NE	2	b	...	30.09	764.8	64	...	ENE	2	b	...	...	...	...
Hoihow...	...	30.10	764.5	69	...	E	1	b	...	30.02	763.5	70	...	ENE	4	b	...	...	...	...
Pratas Island...	...	30.04	763.0	63	6	NE	4	b	...	30.02	763.4	54	6	ENE	4	b	...	...	...	...
Phulion...	15	30.03	768.4	63	6	SSE	4	b	...	29.95	761.4	63	6	NNW	2	b	...	...	...	...
Tourane...	...	29.97	761.2	58	6	NW	2	bc	...	29.95	760.7	70	6	ENE	4	bc	...	...	...	...
Cape St. James...	...	29.89	768.9	79	6	ENE	4	b	...	29.95	763.7	65	4	NNE	2	b	...	...	...	...
Basco...	14	29.94	761.4	73	8	NE	4	b	...	30.07	763.7	67	...	ENE	4	bc	...	...	...	...
Apatti...	...	29.94	760.6	76	4	ENE	4	b	...	30.02	762.4	73	4	ENE	4	bc	...	...	...	...
Tunguano...	...	29.90	765.4	77	1	N	2	...	...	29.97	761.2	67	...	E	4	bc	...	...	...	...
Vigan...	...	29.80	768.6	63	8	NW	4	b	...	29.89	768.8	76	8	E	4	bc	...	...	...	...
Manila...	...	29.89	767.7	83	8	S	4	bc	...	29.91	769.6	63	6	N	4	bc	...	...	...	...
Legaspi...	...	29.83	767.7	77	6	NNE	2	...	...	29.80	769.5	77	6	N	4	bc	...	...	...	...
Calbayog...	...	29.82	767.3	85	8	SW	4	bc	...	29.89	769.3	74	6	N	4	bc	...	...	...	...
Taloban...	...	29.81	767.2	86	8	SE	4	bc	...	29.89	769.3	74	6	N	4	bc	...	...	...	...
Iloilo...	...	29.82	767.4	86	8	NE	4	b	...	29.80	769.3	78	8	NNE	4	bc	...	...	...	...
Cebu...	...	29.79	766.7	86	8	NE	4	b	...	29.88	768.5	78	8	N	4	bc	...	...	...	...
Surigao...	...	29.81	767.1	85	8	ENE	2	...	...	29.80	768.5	72	6	...	...	...	...	...	...	...
Saipan...	11.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam...	12.22	29.78	766.5	...	...	SE	2	...	4.23	29.85	758.1	77	...	NNE	2	bc	...	...	...	...
Yap...	11.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pelew...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labuan...	14	29.82	767.4	80	...	N	2	b	...	29.83	767.7	80	...	NE	1	b	...	...	...	...

January 20. 10A. 45m.—The anticyclone over S. China has dissipated. Another has formed over S.E. Angolia.

Moderate to fresh monsoon along the S.E. coast of China and over the China Sea.
 Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 0.11 inch, against an average of 0.58 inch.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JANUARY 21.

- 1.—Formosa Channel: ... N.E. winds, moderate to fresh.
- 2.—South coast of China between Hong Kong and Lamock: ... N.E. winds, moderate to fresh.
- 3.—Hong Kong to Gap Rock: ... N.E. winds, moderate to fresh.
- 4.—South coast of China between Hong Kong and Hainan: ... N.E. winds, moderate to fresh.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, January 20.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	30.07	30.10	29.99
Temperature...	63	60	63
Humidity...	85	68	68
Wind—Direction...	E	E	E
Force...	4	2	4
Weather...	B	O	()
Rain...	0.00	0.00	0.00

Highest open-air Temperature, 19.65
 Lowest open-air Temperature, 20.58

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Partly; Q—Qualls; R—Rain; T—Thunder.

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 touch with Hong Kong
 news for six months

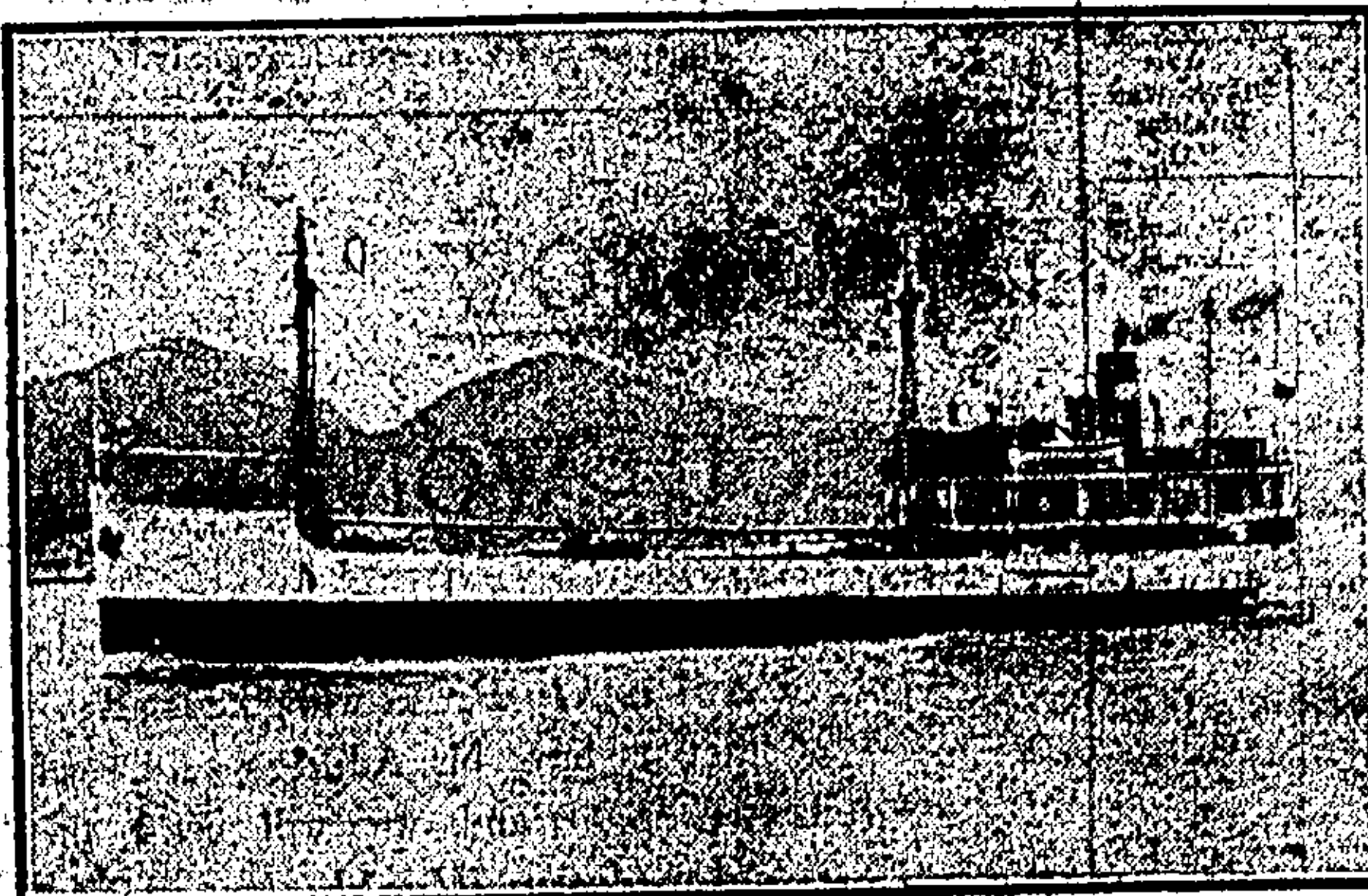
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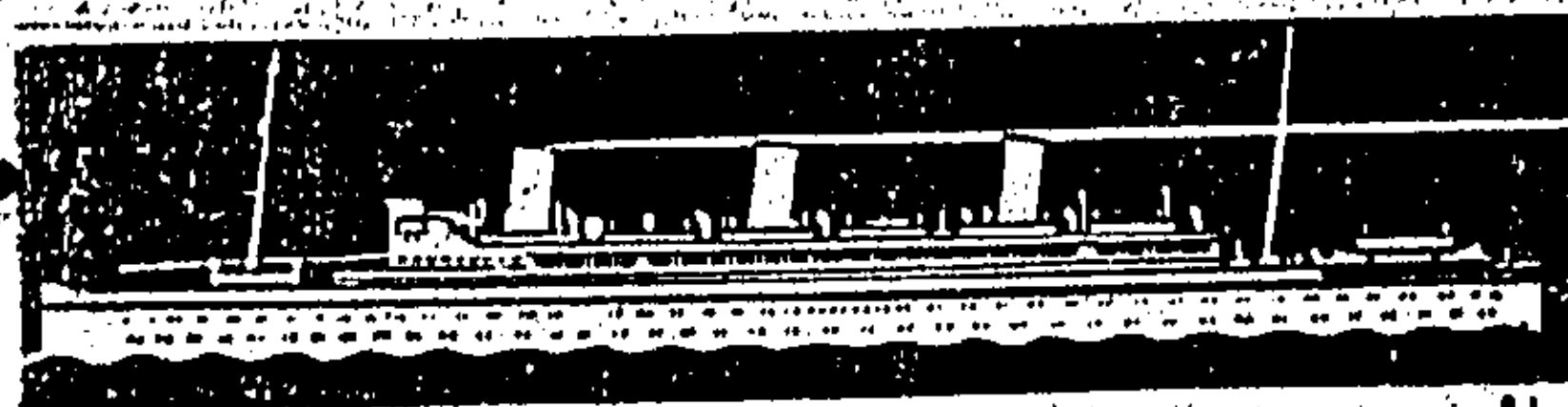
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ASAMA MARU ... Wednesday, 4th February
TAITO MARU ... Thursday, 10th February
SEATTLE, VICTORIA via Shanghai & Japan Ports.
HIKAWA MARU ... Thursday, 12th February
HEIAN MARU ... Thursday, 26th February
LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
KATORI MARU ... Saturday, 24th January
KASHIMA MARU ... Saturday, 7th February
SYDNEY & MELBOURNE via Manila & Ports.
KAMO MARU ... Thursday, 22nd January
KITANO MARU ... Thursday, 19th February
BOMBAY via Singapore, Penang & Colombo.
TOTTORI MARU ... Tuesday, 27th January
YAMAGATA MARU ... Friday, 30th January
SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
GINYO MARU ... Sunday, 1st February
SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.
KAWACHI MARU ... Thursday, 28th February
NEW YORK, BOSTON via PANAMA.
ATAGO MARU ... Friday, 6th February
TAKETOYO MARU ... Sunday, 1st March
LIVERPOOL via Port Said, Suez, Constantinople,
Genoa & Marseilles.
DELAGE MARU ... Sunday, 15th February
DALOUTIA via Singapore, Penang & Rangoon.
RANGOON MARU ... Thursday, 29th January
NAGATO MARU ... Saturday, 7th February
SHANGHAI, KOBE & YOKOHAMA.
HAKONE MARU ... Saturday, 24th January
HAKODATE MARU ... Wednesday, 28th January
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Sailings from Hong Kong:

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.
ANDRE LEBON ... 2nd Feb.
PORTHOUS ... 17th Feb.
CHRONCEAUX ... 3rd Mar.
ATHOS II ... 17th Mar.
ANGERS ... 31st Mar.
FELIX ROUSSEL ... 14th Apr.
ANDRE LEBON ... 27th Apr.
To Yokohama via Shanghai and Kobe.
CHRONCEAUX ... 3rd Feb.
ATHOS II ... 17th Feb.
PARTAGNAN ... 3rd Mar.
ANGERS ... 17th Mar.
FELIX ROUSSEL ... 30th Mar.
G. METZINGER ... 18th Apr.
ANDRE LEBON ... 27th Apr.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 9,700 TONS;
THROUGH CARGO
21,400 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for	H.K.	Ports
British		
Sarpedon, Shanghai	10	3,212
Glenshiel, Singapore	585	2,123
City of Wellington, Singapore	1,111	2,008
Automedon, Singapore	970	6,035
Kazamho, Shanghai	—	2,000
Tainan, Amoy	370	520
Portuguese		
Wing Lee, K. C. Wan	300	—
Wing Wo, K. C. Wan	220	—
Japanese		
Sushan Maru, Swatow	18	640
Yodo Maru, Takakushi	2,698	—
Lyons Maru, Singapore	450	3,592
Menado Maru, Sui	25	—
Tetsutan Maru, Keelung	1,200	1,368
Chinese		
Shun Chih, Saigon	1,800	—
Total	9,701	21,400

SHIPS IN HARBOUR.

The following vessels were in port yesterday:—

Wharves:—Kowloon: Glengarry, Glenshiel, General Metzinger, Lyons Maru, Portthos, Benalder, Hols, Antigonon, City of Wellington, Douglas, Laprak, Haiyang, Saikong, Wing Wo.
Docks:—Kowloon: Empress of Japan, Paludina, Taikoo, Fatsan, Seebuen, Chengtu, Kanchow, Paul Beau, Melville, Dollar, Cosmopolitan, Kutzang.
Buoys:—A1 Talamba, A2 Sarpedon, A7 Taiping, A8 Tjkarang, A9 Singke, A11 Steel Engineer, B1 Kwaiwang, B3 Nanning, B8 Shun Chih, B9 Singke, B14 Tainan, B16 Helkon, B18 Gustav Diederichsen, A25 Somedono, Maru, B20 Tetsutan Maru, B28 Kinsen Maru, C1 Hermod, C2 Tonkin, C7 Yodo Maru.

PASSENGERS

Departures.

The following passengers left yesterday by sea: President Pierce:—Mrs. Rhoda E. Armstrong, Miss Elizabeth H. Armstrong, Mrs. Beatrice C. James, Mrs. Marjorie James, Mr. Rao Vi, Mr. Otto Lampe, Mr. Max Samuel, Mr. William W. Sigler, Mr. Richard E. Thompson, Mr. and Mrs. Sirafin Torres, Mr. Lucian O. Williams, Mr. and Mrs. Wood, Capt. and Mrs. Paul E. Blackburn, Miss Asuncion Magno, Col. Samuel Reber, Miss Jovita Fuentes, Mr. Frank M. Johnston, Dr. and Mrs. B. S. Palmer, Mr. Jau Chu Sing, Mrs. Joe Leong Shoo, Master Joe Wing Leong, Dame Clara Butt, Mr. Kennedy Rumford, Miss C. Murray, Miss M. Wade, Capt. and Mrs. W. E. Sauler, Mr. K. A. Bentzen-Bilke, Mr. J. J. Paterson, Mr. C. S. Huang, Mr. V. G. Doong, Mr. R. L. Aiton, Mr. Li Chok Chung, Mr. Li Fuk Wing, Mr. Chancer Yuen, Mr. R. R. Roxburgh, Mr. and Mrs. L. L. Holt, Mr. Fritz Breitung, Miss Lin Hain Ju, Miss ang Yei, Miss Tang Ching, Miss Tang Zung, Mr. T. S. Khoo, Miss Violet Nip.
The following passengers left yesterday by sea: Shing Maru:—Mr. and Mrs. G. W. Lyon, Dr. B. H. Melton, Mr. W. B. Thompson, Mr. and Mrs. J. L. Buck, Mr. and Mrs. Umea, Mr. Tin Ching Pu, Mr. and Mrs. Wong Shiu Hung, Miss Wong Po On, Master Chap, Mr. Ng Ting Kin, Mr. Wong Shiu King, Mr. Lu King Chien, Mr. Kwok Kit Yuen, Mr. Lo Yin, Mr. Tui Kin, Mr. T. Tait, Mr. Liang Yui Chai, Mr. Chang Bug Fen, Mr. Amada Francis, Mrs. Marion Harrison, Mr. H. Reubel, Miss Olive Riddell, Mr. M. Yasukawa, Mr. Y. K. Law, Mrs. Tang Wong Sau and infant, Mr. and Mrs. Fukuyama and child, Mr. K. Takekura, Mr. Haywood Hunter, Mr. C. Narainda, Mrs. A. B. Sorin, Mr. and Mrs. J. B. Van Norman, Mr. and Mrs. J. B. Van Mendoza, Mr. P. A. Lopez, Mr. W. G. Fabreholts, Mr. Joe Gucco, Mr. and Mrs. Jacob Jacobson, Mrs. L. S. Lau, Mr. Ma Hui Kyan, Miss Wu Muk Lan, Mr. L. C. Shien, Mr. Tan Kum, Mr. Lui Fu Tian, Mr. Tung Yui, Mrs. Ng Shui, Mr. Loan Kim Yom, Mr. Jui Kong, Mr. Chan Ian, Mr. Lai Chuk Noin, Mr. Felipe F. Chen, Mrs. Liu Shou Taeng, Mrs. Ernest Chang, Mrs. Rosa San de Chang.

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:

Arr.	Dep.
British	8
American	1
Portuguese	2
Japanese	5
Chinese	1
French	0
Total	17

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Automedon (Br.) Swansco,	21
Tainan (Br.) Shanghai,	76
Sinking (Br.) Canton,	89
Shun Chih (Chinese) Saigon	189
Total	385

ARRIVALS.

January 19.

Glenshiel, British m.v., 6,503 tons, Capt. P. L. Sanders, from Singapore, Kowloon Wharf.—J. M. & Co.
General Metzinger, French str., 5,524 tons, Captain Brun, from Yokohama, Kowloon Wharf.—M. M.
Lyons Maru, Japanese str., 4,340 tons, Capt. K. Torii, from Birkenhead, via Singapore, Kowloon Wharf.—N.Y.K.

January 20.

Hopsang, British str., 1,350 tons, Capt. P. R. Gay Cuming, from Swatow, West Point Wharf.—J. M. & Co.
Ichang, British str., 1,228 tons, Capt. J. S. Anderson, from Canton, Taikoo Dock.—B. & S.
Nanning, British str., 1,456 tons, Captain C. Carrington, from Canton, buoy No. B3.—B. & S.
Portthos, French str., 12,691 tons, Capt. F. Filippi, from Saigon, Kowloon Wharf.—M. M.
Ryujin Maru, Japanese str., 902 tons, Capt. N. Kitano, from Keelung, Yumati Anchorage.—M.B.K.

Sinking, British str., 1,616 tons, Capt. O. H. Jones, from Canton, buoy No. B9.—B. & S.
Sarpedon, British str., 6,921 tons, Capt. A. T. Shaw, from Shanghai, buoy No. A2.—B. & S.
Shun Chih, Chinese str., 1,251 tons, Capt. T. Thorbjornsen, from Saigon, buoy No. B8.—Chang Tong Ha.

Tetsutan Maru, Japanese str., 1,240 tons, Capt. K. Marukami, from Keelung, buoy No. B23.—Wada Jimusho.
Tai Lee, Chinese str., 1,044 tons, Capt. Z. Mazaki, from Canton, Kowloon Wharf.—Loong Tai Hong.

CLEARANCES.

City of Wellington, for Shanghai.
General Metzinger, for Saigon.
Glenshiel, for Shanghai.
Gustav Diederichsen, for S'pore.
Haiyang, for Swatow.
Kinsen Maru, for Bangkok.
Hopsang, for Bata Paha.
Kramat, for Swatow.
Lyons Maru, for Shanghai.
Michael Jensen, for Hoihow.
Nanning, for Shanghai.
Portthos, for Shanghai.
Ryujin Maru, for Canton.
Sarpedon, for Singapore.
Shirak, for Miri.
Sinking, for Swatow.
Somedono Maru, for Keelung.
Steel Engineer, for Sourabaya.
Talamba, for Singapore.

WARSHIPS IN HARBOUR.

The following warships were in port yesterday:—
North Wall.—Iroquois.
South Wall.—Herald.
East Wall.—Cicada.
North Arm.—Berwick.
West Wall.—Medway.
In Dock.—Cornflower, Osiris, Oswald.
Buoy 13.—Sandwich.
Foreign Men of War.—U.S.S. Helena, Portuguese Adamastor, French Argus.

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Steamship	Tons	From Hongkong (about)	Destination
"COMORIN"	15,132	31st Jan.	Bombay, Marseilles and London.
"KIDDERPORE"	8,334	7th Feb.	Swatow, Colombo & Bombay.
"KASHGAR"	9,005	14th Feb. [Mar.]	L'don, Hull, B'g, B'dm. & A'warp.
"MALWA"	10,980	28th Feb.	Marseilles and London.
"KHIVA"	9,138	7th Mar. [Mar.]	L'don, Hull, B'g, B'dm. & A'warp.
"KHYBER"	9,114	14th Mar.	Mars, L'don, Hull, B'g, B'dm. & A'warp.
"SOMALI"	—	21st Mar. [Mar.]	L'don, Hull, B'g, B'dm. & A'warp.
"RAWALPINDI"	16,619	28th Mar.	Marseilles and London.
"KARMALA"	9,128	11th Apr.	Mars, L'don, Hull, B'g, B'dm. & A'warp.
"RAJPUTANA"	16,668	25th Apr.	Marseilles and London.
"KALYAN"	9,144	9th May	Bombay, Marseilles and London.
"COMORIN"	15,132	23rd May	Mars, L'don, Hull, B'g, B'dm. & A'warp.
"KASHGAR"	9,005	6th June	Bombay, Marseilles & London.
"RAJPUTANA"	16,668	20th June	Mars, L'don, B'dm. & A'warp.
"KASHGAR"	9,005	4th July	Mars, L'don, B'dm. & A'warp.
"RAWALPINDI"	16,619	18th July	Bombay, Marseilles & London.
"KHYBER"	9,114	1st Aug.	Mars, L'don, B'dm. & A'warp.
"RAJPUTANA"	16,668	15th Aug.	Bombay, Marseilles and London.
"KARMALA"	9,128	29th Aug.	Marseilles and London.
"CATHAY"	16,121	12th Sept.	Bombay, Marseilles & London.
"KALYAN"	9,144	26th Sept.	Marseilles and London.

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BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,000	6th Feb.	Singapore, Penang & Calcutta
"TAKADA"	6,949	26th Feb.	do.
"TILAWA"	10,006	14th Mar.	do.
"TALAMBA"	8,018	28th Mar.	do.
"TALMA"	10,000	8th Apr.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"NELLORE"	6,853	31st Jan.	Madras, Rangoon, Brisbane, Sydney and Melbourne.
"TANDA"	6,985	29th Feb.	do.
"ST. ALBANS"	4,500	1st Apr.	do.

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The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"KHIVA"	9,138	25th Jan.	Shanghai, Kobe & Y'ham.
"MALWA"	10,980	31st Jan.	do.
"ALPORA"	8,373	1st Feb.	Moji & Kobe.
"TAKADA"	6,949	14th Feb.	Amoy, Moji, Kobe & Osaka.
"TALAWA"	10,006	6th Feb.	Shanghai, Moji, Kobe, Osaka & Y'ham.
"KHYBER"	9,114	14th Feb.	Shanghai, Moji, Kobe & Osaka.
"TILAWA"	10,006	20th Feb.	Amoy, Shanghai, Moji, Kobe & Osaka.
"SOMALI"	—	20th Feb.	Shanghai, Moji, Kobe & Y'ham.
"RAWALPINDI"	16,619	28th Feb.	Shanghai, Kobe & Yokohama.
"TALAMBA"	8,018	6th Mar.	Shanghai, Moji, Kobe, Osaka & Y'ham.
"ST. ALBANS"	4,500	6th Mar.	Shanghai, Moji, Kobe & Y'ham.
"KARMALA"	9,128	14th Mar.	Shanghai, Moji, Kobe & Y'ham.
"RAJPUTANA"	16,668	27th Mar.	Shanghai, Moji, Kobe & Y'ham.
"KALYAN"	9,144	10th Apr.	Shanghai, Moji, Kobe & Y'ham.
"COMORIN"	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
"KASHMIR"	8,955	28th May	Shanghai, Moji, Kobe & Yokohama.
"TANDA"	6,985	8th May	Shanghai, Moji, Kobe, Osaka & Y'ham.
"RAJPUTANA"	16,668	5th June	Shanghai, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	5th June	Shanghai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	5th June	Shanghai, Moji, Kobe & Yokohama.
"RAWALPINDI"	16,619	19th June	Shanghai, Moji, Kobe & Yokohama.
"KHYBER"	9,114	7th July	Shanghai, Moji, Kobe & Yokohama.
"NELLORE"	6,853	31st July	Shanghai, Moji, Kobe & Yokohama.
"RAJPUTANA"	16,668	17th July	Shanghai, Moji, Kobe & Yokohama.
"KARMALA"	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.
All dates are approximate and subject to alteration without notice.

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Steamship	Tons	From Hongkong	Destination
"OBYLON"	—	—	Sailing about 30th January
"SHANTUNG"	—	—	25th February
"FORMOSA"	—	—	31st March
"NANKING"	—	—	30th April
"NAGARA"	—	—	31st May

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MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

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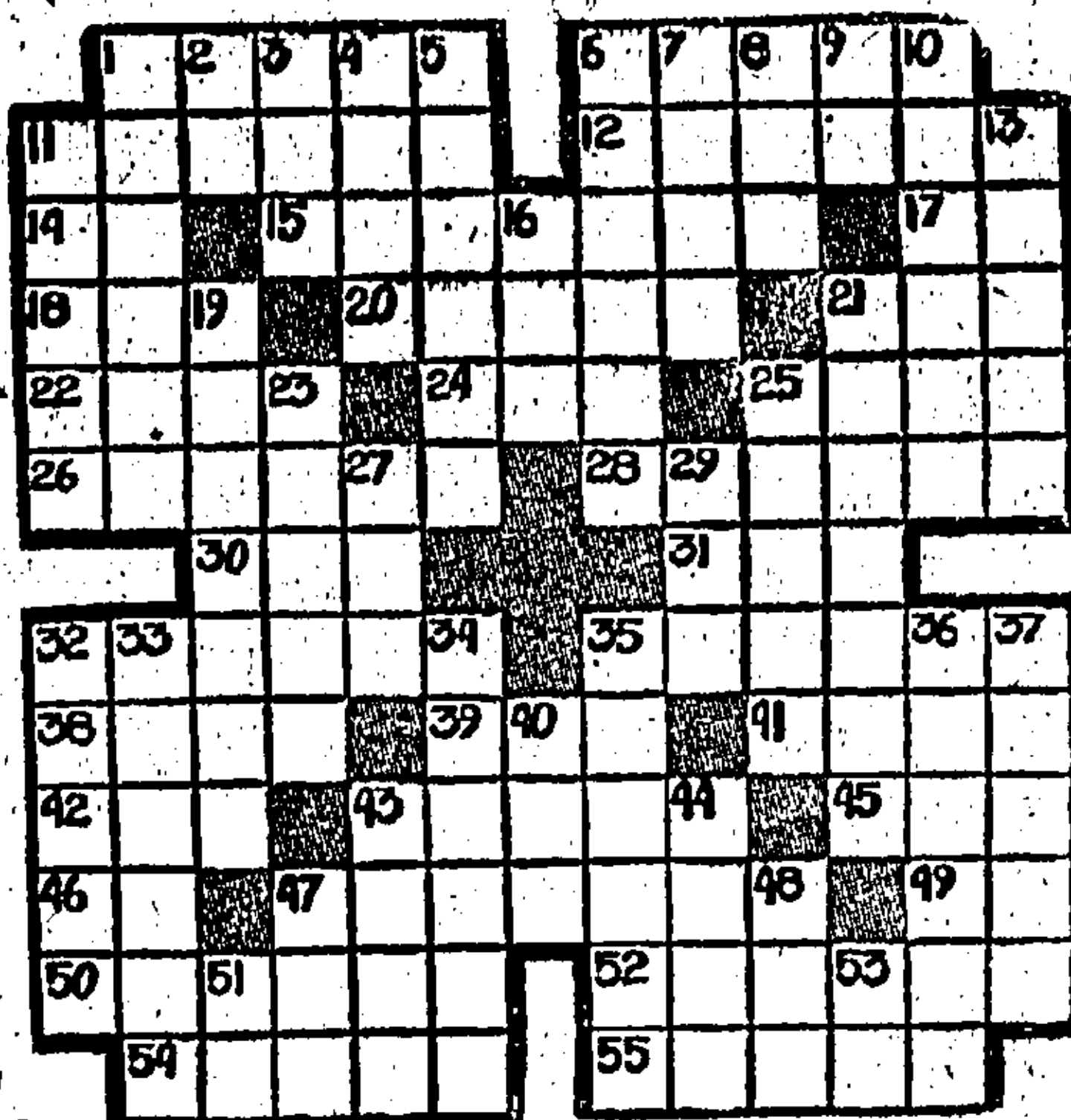
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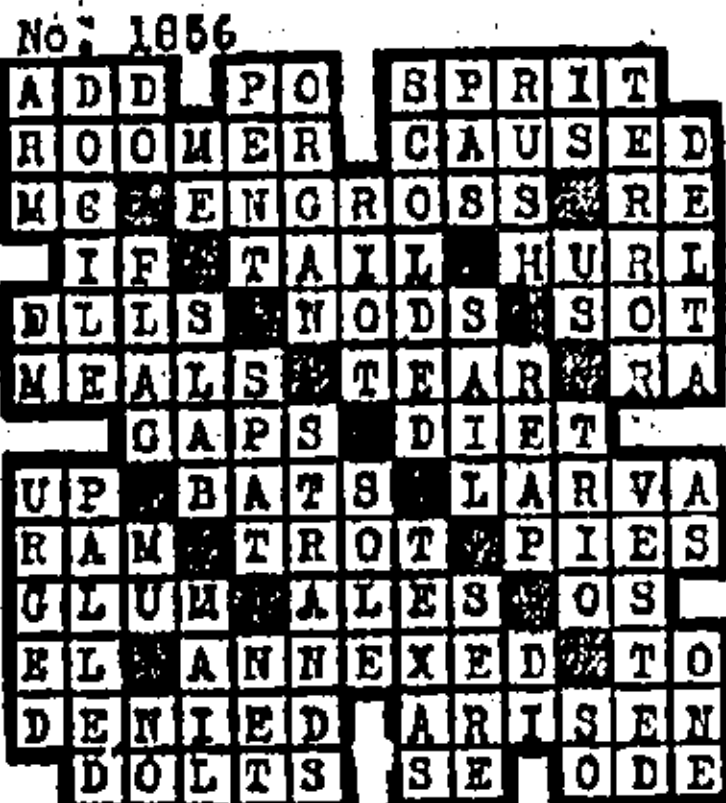


HORIZONTAL

- 1—To impress.
2—A nobleman.
3—One who keeps tally.
4—Place in row.
5—Conjunction.
6—Fished by hauling line.
7—Pronoun.
8—A bone.
9—Kind of poem.
10—Welsh river.
11—Black.
12—Female sheep.
13—Writing table.
14—Elder.
15—Purchases.
16—Molasses.
17—High mountains.
18—Chewing gum base.
19—To give sermon.
20—Solitary.
21—A constellation.
22—Unit of work.
23—Sacred lyric.
24—Quarrel.
25—Like.
26—Charters.
27—Compass point.
28—To take away.
29—Spoke in public.
30—Drain.
31—Archaic: solves.
32—Writer.
33—Toward.
34—Skill.
35—That and no more.
36—Correct.
37—More devoid of hair.
38—On the sheltered side.
39—To free.
40—Upon.

VERTICAL

- 1—Most recent.
2—Painful spots.
3—Searches.
4—To follow.
5—To mortgage.
6—Hopelessness.
7—A relative.
8—Gives sparingly.
9—A bird.
10—Paddle.
11—Limpid.
12—Domestic animals.
13—Church festival.
14—Palaces.
15—Old women.
16—Chopped.
17—A rodent.
18—To cover road.
19—Pool.
20—To haul.
21—Mourning.
22—Pronoun.
23—Symbol for tellurium.



HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$30,000,000
Reserve Funds:—
Sterling £2,500,000
Silver \$9,500,000
Reserve Liability of Pro-
prietors \$30,000,000

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Kobe, Yokohama
Lyons, Singapore
Manila, Sourabaya
Peking, Tientsin
Rangoon, Hongkong
Shanghai, Hongkong
Sourabaya, Hongkong
Yokohama, Hongkong

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LOCAL CURRENCY and FIXED DE-
POSITS received for one year or
shorter periods in Local Currency
and Sterling on terms which will
be quoted on application.
Hong Kong, 16th July, 1930. [28]

HONG KONG SAVINGS BANK.

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For the Hong Kong & Shanghai
Banking Corporation,
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 16th July, 1930. [28]

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D. M. BIGGAR,
Manager.

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Paid-Up Capital Gldrs. 80,000,000
(£6,400,000).
Reserve Fund Gldrs. 40,000,000
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Banking Business of every descrip-
tion transacted.

A. STOKINK,
Acting Manager.
Hong Kong, 18th May, 1930. [30]

THE BANK OF CANTON, LTD.

Head Office: Hong Kong.

Hong Kong Currency.
AUTHORIZED CAPITAL, \$11,000,000
PAID-UP CAPITAL \$6,650,000
RESERVE FUND 1,000,000

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Correspondents
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\$40.

LOOK POONG SHAN,
Manager.

CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER,
1833.

Head Office: LONDON.

Paid-up Capital £25,000,000
Reserve Fund £24,000,000
Reserve Liability of Pro-
prietors £25,000,000

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(Malay States) (Borneo)
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Foreign Exchange and General
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Fixed Deposits received for one
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which will be applied on applica-
tion.

A. H. FERGUSON,
Manager.
Hong Kong, 25th Jan., 1929. [30]

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Special Working Capital 50,000,000
Reserve ... 23,219,000

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Shanghai, Hankow, Yunnanfu.

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Nationale de Crédit, Banque de
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merciale Italiana.
San Francisco: Bank of Italy.

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World.

A. ROLLIN,
Manager.
Hong Kong, 1st July, 1929.

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Paid-up Capital £1,050,000
Reserve Fund and Res. £1,645,500

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MIDLAND BANK, LTD.

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Hankow, Kanton, Hong Kong,
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Lyons, Kanton, Hong Kong,
Manila, Kanton, Hong Kong,
Medan, Kanton, Hong Kong,
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Rangoon, Kanton, Hong Kong,
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and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships under-
taken.
Interest allowed on Current Ac-
counts and Fixed Deposits at rates
that may be ascertained on appli-
cation.

F. THOROUGHGOOD,
Acting Manager.
1, Queen's Road Central,
Hong Kong, 10th Apr., 1930. [29]

BANK OF CHINA.

Reorganised October 26, 1928, under
special charter of The National
Government as an

INTERNATIONAL EXCHANGE
BANK.

Subscribed Capital \$25,000,000.00
Paid-Up Capital \$24,710,000.00
Reserve Funds \$3,820,000.00

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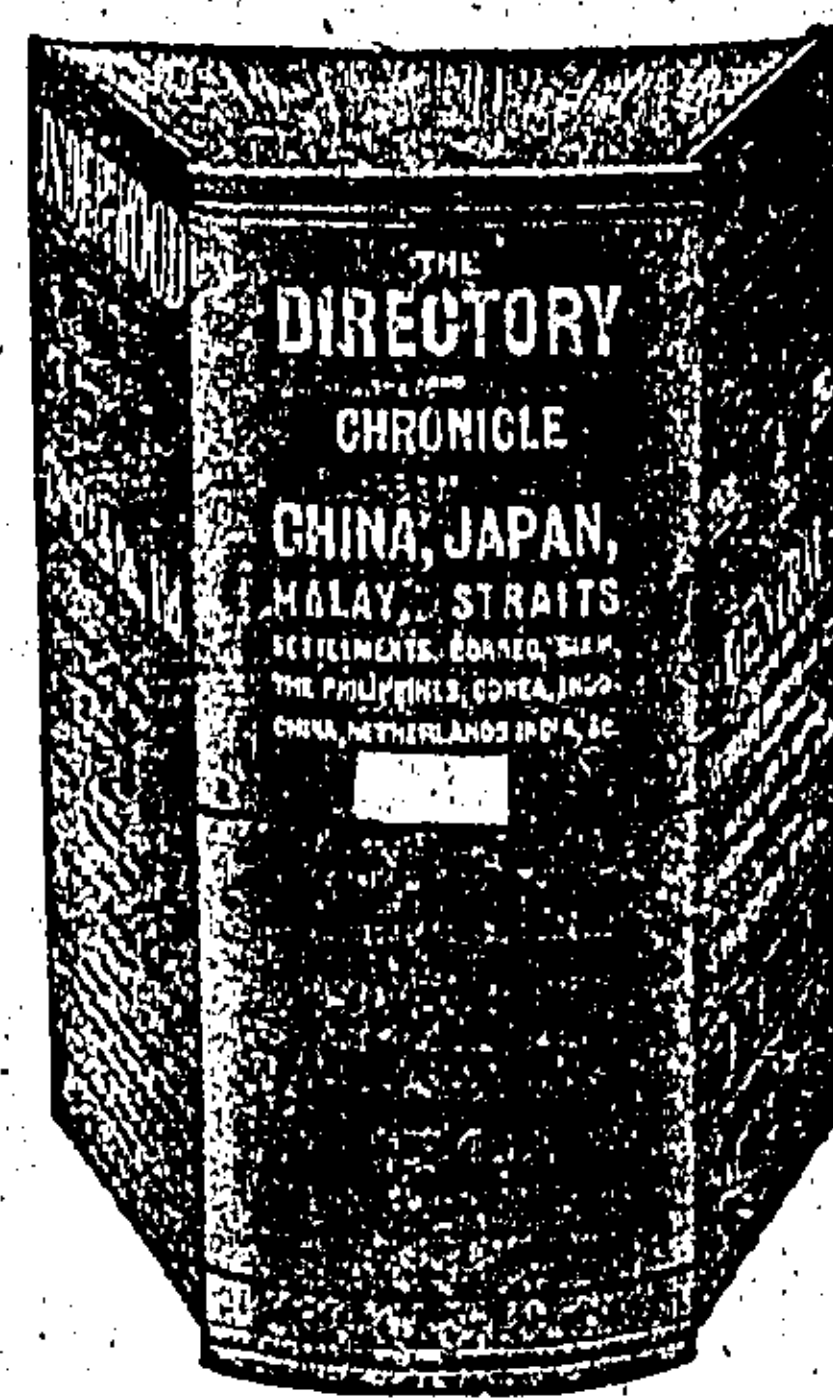
SHOU J. CHEN,
Manager.

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A. LECOT,
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Hong Kong, 2nd May, 1929. [28]

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Dairen, Manila, Semarang,
(Dairen) Nagasaki, Shanghai,
Fengtien, Nagasaki, Singapore,
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Harbin, Osaka, Tientsin,
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Interest allowed on Current Ac-
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Periods at rates to be obtained on
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H. MORI, Manager.
Hong Kong, Sept. 10, 1929. [29]

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